

THE Hongkong Weekly Press

AND

China Overland Trade Report.

Vol. XLVIII.]

HONGKONG, SATURDAY, 13TH AUGUST, 1898.

No. 7.

CONTENTS.

Epitome of the Week, &c.	133
Leading Articles:—	
Russian Designs upon China and British Protection	134
Railways and Anglo-Russian Relations in China	134
British Transports for Chinese Rivers	134
China and the Gold Standard	135
The United States and the Philippines	135
Vacations in the Supreme Court	136
The Pokfulam Reservoir	136
Spanish-American War	138
Supreme Court	138
Terrific Typhoon in Formosa	139
The Stranding of the <i>Amarapura</i>	139
Hongkong Sanitary Board	139
Memorial Service for the late Prince Bismarck	140
The Water Supply	140
Supreme Court Vacation Ordinance	140
Temperature at Macao and Hongkong	140
Polo	140
Hongkong Rifle Association	141
Aquatics	141
Hongkong and Whampoa Dock Co., Limited	141
The Hongkong Hotel Co., Limited	142
Tebrau Planting Co., Limited	142
Shanghai Feather Cleaning Co., Limited	142
Correspondence	143
The Kowloon Customs Report	143
Canton and the West River and Transit Pass Trade	143
The Wuchow Customs Report	144
The Lu-Hau Railway Contract	146
Russian Bluster in Peking	147
The Chinkiang-Tientsin Railway	147
The Shanghai-Woosung Railway	147
Fatal Collision at Yokohama	148
Riot in Hunan	148
Firemen's Strike at Shanghai	148
Civil Service Reform in China	148
The New Japanese Tariff	148
The Hungry Bear	148
Hongkong and Port News	149
Commercial	150
Shipping	151

DEATHS.

On the 11th July, at Sandakan, B. N. Borneo, JOSEPH WILLIAMS, Inspector B. N. Borneo Constabulary, formerly of Shropshire L. I. Regiment and Hongkong Police, of congestion of the lungs. Deeply regretted by all brother officers.

At the Peak Hospital, on the 11th inst., JEANIE JAMESON, infant daughter of R. ADAM, Bowrington Refinery.

ARRIVALS OF MAILS.

There have been no arrivals of mails during the week.

EPITOME OF THE WEEK.

The Italian cruisers *Piemonte* and *Dogali* are now on their way from the Mediterranean for the Philippines.

Mr. Rawson Walker, the British Consul at Manila, died of dysentery on the 2nd August. The flags of all the vessels at Manila were half-masted in respect to the memory of the deceased officer.

The German occupation of Kinohow Bay, the *Mercury* says, has proved very convenient to those German subjects resident in Shanghai who are liable for military service, for they can put in their time there and resume their trade or profession in the East or elsewhere on the expiration of the term.

It is stated that the French gunboat *Lion* has been trying for the past three days to enter the West River by one of the many channels with the supposed intention of reaching Wuchow, and has got stuck in the mud. Had she gone in at the "open door," that is by the main mouth near Malowchow, she would have got there right enough.

The Post Office notifies that correspondence for Cuba cannot be forwarded at present.

The *Daily Chinese Progress* publishes a report from Peking to the effect that the Emperor had been unwell lately owing to swellings in the limbs, but that his Majesty was expected to resume his direction of State affairs in a few days.

The Weihaiwei correspondent of the *N. C. Daily News* writes under date of 27th July:—A few days ago the *Undaunted* returned from Japan. The Naval Commissionship of Weihaiwei was then handed over by its first holder, Capt. King-Hall, of the *Narcissus*, to Capt. Clarke of the above, and the *Narcissus* left for Japanese waters soon after.

The *N. C. Daily News* of the 2nd August says:—"An Imperial edict of the 28th of July commands that Jung Lu and Chang Chih-tung, Viceroy of Chihli and the Hukuang provinces, respectively, be given the supreme power to raise funds and construct the Lu-Han and other railways." Does this mean that the Belgian contract has been thrown over?

Amongst the passengers by the P. & O. steamer *Chusan* for the North was Mr. Arnot Reid, editor of the *Straits Times*, who intends to travel through Mongolia, on by way of the "Great Desert of Gobi," and across Lake Baikal to Irkutsk, which is the capital of Eastern Siberia. The Trans-Siberian railway from Europe has been open some time to a point only 250 miles short of Irkutsk, and it is even possible that the newest 250 miles of rail may be opened early in September. After Irkutsk, Mr. Reid will proceed by way of Nijni Novgorod, Moscow, St. Petersburg, Berlin, and Paris. His companions will be Dr. Hillier and Mr. Harrison, members of an American scientific expedition.

It is a singular circumstance, says the *Siam Free Press*, that when Mr. Curzon was in Siam he attended the marriage of the late editor of this paper, and made a handsome wedding present to the young couple. He also called on Mr. Lillie several times in the *Siam Free Press* office in order to discuss Siamese affairs. Mr. Curzon always readily acknowledged that Siam was utterly rotten, and bound to smash sooner or later, but he surprised Mr. Lillie by repeating over and over again, "Yes, yes, Siam is all you say but we must preserve our illusions, we must preserve our illusions." At the present moment the Under-Secretary of State for Foreign Affairs would probably wish Mr. Lillie in a hotter place than Bangkok.

The latest advices from Manila record the first land battle between the United States forces and the Spaniards, which took place on the night of the 31st July. A portion of the 1st California Regiment and four guns of the Utah batteries had occupied the trenches at Malate, according to arrangement with the insurgents, when at about ten o'clock in the evening of the day named the Spaniards moved forward and tried to dislodge them. Reinforcements pushed their way to the front under a perfect rainstorm of bullets, and after about four hours' fighting the Spaniards retired, with heavy loss, which report places as high as 300 killed and 1,000 wounded. The United States troops lost 11 killed and 40 wounded and the insurgents about the same. It is said General Merritt does not intend to make an assault upon the city until the remainder of his troops arrive.

It appears that the Japanese Government has been disposing of the silver yen which has been called in by sending shipments to China and India through the Specie Bank. The large import of foreign rice of late has greatly assisted in the disposal of silver yen, and altogether twenty millions are estimated to have left the country in one way and another. It has also been arranged to advance three million yen in silver to the Formosan Bank, while a further amount has been added to the silver reserve of the Bank of Japan. The total quantity of silver which was in the Treasury at the beginning of this year was 50 million yen, while the balance now remaining does not exceed 20 millions. Therefore it would appear that the silver called in has been disposed of without any great loss to the Government.—*Kobe Chronicle*.

According to the vernacular papers it would appear that the Japanese Government has been affected by the annexation fever afflicting almost all the Powers, and some months ago hoisted the flag of the Rising Sun over a small island south of Japan, naming it Minami Tori-jima. The island has been attached for administrative purposes to the Bonin Islands. It is situated in latitude 24 deg. 14 min. N., long. 154 deg. E., and is said to have been first discovered by an American Captain and marked on the chart as Marcus Island. The Japanese who first came across the island was a fisherman of Kinkazan, but when he made the discovery is not stated. On the 3rd December, 1896, Mr. Mizutani Shinroku of Tokyo explored it, and the island has now been formally annexed to the Japanese territory. Twenty men and women and three children have been sent to the island for its cultivation. Its exact area is, unknown, but it is estimated that 300,000 *taubo* can be cultivated.—*Kobe Chronicle*.

Reuter has favoured us during the past week with a series of rather sensational telegrams with reference to affairs in China and the relations of Great Britain and Russia. First we were informed that in a debate in the House of Commons on the estimates for the Foreign Office Mr. Curzon said that nothing could be more definite or more precise than the assurance of support that Great Britain had given to China. He denied that the open door had ceased to exist or that it had been shut in Great Britain's face. The concessions secured in China in the last few months were far greater than had been obtained by all Britain's rivals put together and this proved that Britain had maintained her ascendancy in the political counsels at Peking. Next we were told that the newspapers regarded the Anglo-Russian relations in China as critical and that the stock market was weak, the same telegram also stating that Russia had acquired the Sultanate of Raheita in the Red Sea as a naval base. Then we were told that the Anglo-Russian relations in China were being followed with keen interest in the United States, and that the *New York Times* and *Sun* advocated prompt action by Great Britain and the United States. The latest telegram informs us that China has expressed her gratitude for Great Britain's support, adding that no aggression had been threatened, and that instructions to resist preferential treatment of foreign subjects in trade had been sent to Sir Claude MacDonald in March and renewed particular instructions in reference to railway concessions had been sent on the 13th July.

RUSSIAN DESIGNS UPON CHINA AND BRITISH PROTECTION.

(Daily Press, 6th August.)

Papers received by yesterday's mail indicate what has led up to Lord SALISBURY's recent declaration that Great Britain was prepared to support China against any Power committing an act of aggression in consequence of China's having availed herself of British assistance in the construction of railways or other public works. That Russia had protested against the financing of the Newchwang Railway by the Hongkong and Shanghai Bank we already knew, but according to Reuter's Peking agent the protest was accompanied by a very definite threat. Telegraphing on the 7th July the authority in question states:—"M. Pavloff, the Russian Chargé d'Affaires, has informed the Tsungli Yamen that if the Northern Extension Railway is persisted with the Russian Government may be obliged to seize the province of Ili or Kuldja as compensation." Thereupon *The Times* came out with a very timely and trenchant article, in which, after referring to the importance of Newchwang and of the proposed line, it said:—"The Hongkong and Shanghai Bank has provided a sum of sixteen million taels for the construction of the railway, so that the conditions of active Foreign Office assistance to British enterprise as laid down by Lord SALISBURY have been completely fulfilled. British capitalists have found the money and have negotiated the concession for a line of very great importance to a large British and American trade. They are now confronted with the action of the Russian Government, which rudely throws its sword into the scale, and threatens the seizure of a province unless the Chinese Government annuls the contract." The cynicism of the Russian Government is then commented on and our contemporary proceeds:—"But the real question for us is, 'What will the Foreign Office do to prevent the closing of an open door, and to prove the sincerity and value of its promises to give effective assistance to British capitalists who actually find the money for definite enterprises?' Thereupon we may suppose the Foreign Office made enquiries as to what was really passing, or it may even be that it had the information in advance of Reuter, but so far as the public is concerned the announcement comes through the latter. Perhaps the telegram that came later on in the month, to the effect that 'St Petersburg advises notify a rebellion in the Chinese province of Kansu close to the Russian frontier,' may have had some connection with this matter. The reported rebellion appears to have been purely mythical, and it is difficult to avoid a suspicion that the report may have been sent out as a sort of *ballon d'essai* to give Russia an alternative reason or excuse for aggressive designs when she found it was unsafe to proceed with them in prosecution of an open threat against the employment of British enterprise in the development of China's resources. As between China and Russia the matter would, on that footing, remain as broad as it was long, but it would be convenient for Russia to be able to say to Great Britain that the reason of her threat had been misunderstood. However that may be, Lord SALISBURY has risen to the occasion and has uttered an unmistakable warning of 'hands off.' In view of that warning Russia, we may take it for granted, will not attempt to carry her threat into execution for the time being, for she has no

desire to force on a war if she can help it, though she may be prepared to face one if in the pursuance of her designs she finds it inevitable. She will not easily be turned aside from those designs, but she will prefer to attain them by diplomacy. Her present policy, we imagine, will be to continue the use of threats and cajolry upon the Peking Government with the view of fomenting difficulties and wearying Great Britain into a formal and effective recognition of spheres of influence, which would mean virtually the partition of China. Great Britain, wisely or unwisely, has expressly declared against such partition and assumed the responsibility of maintaining the integrity of China. The policy may be a good one, but only if it is pursued with a full recognition of all that it involves. If Great Britain is to maintain the integrity of China she must be prepared to apply coercion where necessary and assume some measure of control over the public service of the Empire.

RAILWAYS AND ANGLO-RUSSIAN RELATIONS IN CHINA.

(Daily Press, 10th August.)

The English press, Reuter informs us, regard the Anglo-Russian relations in China as critical and apprehend complications. The stock market also is reported weak. Nevertheless we think there is but little cause for uneasiness, and that the complications will be resolved without resort to arms. Russia is not yet prepared for a great naval war. She will prefer to preserve her fleet and trust to time and the course of events to enable her to reach her goal. The crisis is, however, one of some importance, and the acquisition of a naval base by Russia in the Red Sea shows that she is preparing to make herself unpleasant when opportunity offers. It is much to be regretted that Great Britain and Russia cannot agree as to their respective policies and each pursue its own course without getting in the way of the other. There is room enough for both without incurring risk of collision, but unfortunately Russia does not seem to think so, while on the other hand we have in Great Britain a powerful jingo party who would like to fight Russia out of sheer racial antipathy and who lose no opportunity of seeking to annoy her. The present crisis arises out of the question of railway construction. As Lord SALISBURY remarked the other day, two countries cannot construct the same railway, and where there cannot be peaceful competition the defeated party in the contest is not unlikely to prove sore and resentful.

Logic and abstract propositions of equity do not count for very much in diplomacy and international rivalries, but if Great Britain claims the right to construct or finance railways in Manchuria, a dependency of China which Russia aspires to have marked out as her special sphere of influence, we can hardly be surprised if Russia on her part seeks to make her influence felt in railway construction in other parts of the Empire, where her presence may not be agreeable to Great Britain. The Lu-Han Railway is, it appears, to be financed by the Russo-Chinese Bank, which virtually means that it is to be constructed with Russian money or with money placed at Russia's disposal by France. This naturally is not agreeable to British feeling, and the Shanghai branch of the China Association is said to have taken action in the matter. A translation of the contract referring to the line in question has been published by our Shanghai contemporary the *China Gazette*, which claims that the trans-

lation is substantially accurate, though the phraseology may be shaky owing to the translation having been made from Chinese into French and from French into English, the original French text not having been available. Taking the translation as it stands it does not appear on the face of it that the line is intended to be under the direct control of the Russian Government, any more than the Newchwang Railway will be under the control of the British Government on account of its being financed by the Hongkong and Shanghai Bank; but there is no doubt more behind the contract than appears on the surface.

We do not, however, think the situation is really critical. Russia and Great Britain are not going to embark upon a struggle for supremacy in the Far East for mere sentiment or because one party may object to being shut out of participation in certain concessions. It will not be impossible to find a *modus vivendi* in reference to any such complication, though there may be some little difficulty in reconciling diverse interests. Of course we cannot allow Russia to ignore our claims and interests, but if we showed that we were not unwilling to recognise her mission in Eastern Asia and had no intention of checking its legitimate development it is possible that some trouble in the future might be avoided. At the same time we think the Court at St. Petersburg should be treated to some plain speaking. Diplomats like M. MURAVIEFF would be all the better for a plain intimation that it will in the long run pay better to treat Great Britain with courteous frankness than to attempt to jockey her. The complication is really due to the Muscovite's inability to realise that straightforward dealing is more consonant with the honour and prestige of a great nation than mendacious and elusive statements made with the deliberate purpose to deceive. But allowance must, we suppose, be made for a nation which still lags far behind in the path of progress, and whose statesmen adhere to methods in vogue at the commencement of the century, but strangely out of place at its close.

BRITISH TRANSPORTS FOR CHINESE RIVERS.

(Daily Press, 11th August.)

With Russian aggression in the North and French activity in the South, directed, as undoubtedly both efforts are, to stretching across Central China and thus dividing what every Englishman must regard as territory of vital importance to us, we look with interest not unmixed with anxiety on the efforts of Lord SALISBURY to bolster up China by the reorganization of its army and navy under the auspices of British officers. If complete control be given, such a force can be raised and disciplined as would offer a serious resistance to the Powers bent on encroachment on China's frontiers. There are those, whose opinion cannot be lightly disregarded, who maintain that such control, although it may be granted nominally, will never be so effectively; but putting that aside for the moment, and supposing that everything is as the Premier wishes, the real question which presents itself is, Will those British officers be allowed to remain and lead their troops or command their war vessels in the event of China finding herself at war with any of her Western neighbours? Unless the Government have resolved on an affirmative answer to this question, should the necessity arise, the reorganization of China's army and fleet will be another

enactment of the farce played under Captain LANG.

Notwithstanding the Premier's remarks at the annual dinner of the United Club that "some people expected Great Britain to govern the whole country because we governed India," the nation at large do look for and are prepared to support resistance to any attempt at encroachment on that territory bordering on the Yangtze and West Rivers, or situated between them. Important as a properly drilled and directed Chinese army and navy would be in maintaining the integrity of that vast tract of country, is it to be the only factor on which we are to rely? The Premier further informs us of his disbelief of any warlike action between "us and the Emperor of China." We quite agree as to the improbability of anything of the sort taking place, and we are quite assured that if it did take place, there would only be one ending to it, and that disastrous to the Emperor; but it by no means follows that, although warlike action between "us and the Emperor" is unlikely, necessity may not arise for concentrating British troops either in the Yangtze or West River valleys, or perhaps in both. Railways have yet to be built, but it has always struck us that in the British river steamers being run on the Yangtze and which without doubt will shortly be placed on the West River the Government have at hand a number of transports which might be made the nucleus of a very efficient fleet for the patrol and control of those two most important waterways. Except on one occasion, when a vessel was chartered and temporarily turned into a gunboat to go to Ichang for the protection of the residents there, we do not think the services of these vessels have ever been availed of. In the case of a riot a gunboat is sent, but it frequently happens that either the depth of water is insufficient to allow of her reaching her destination or else if she gets up and it is at all late in the season she is compelled by the falling of the river to remain over the winter until the water rises. Hence it is we see gunboats stationed at Hankow, Ichang, &c., throughout the winter without the possibility of getting them out should they be required elsewhere.

The China Navigation Co. and Indo-China Co. already possess vessels capable of transporting a large body of troops along the Yangtze at all seasons of the year and, as we said before, these companies and the Hongkong, Canton and Macao Steamboat Co. will doubtless shortly have such vessels on the West River. With a Government subsidy, similar to that given to some of our ocean lines, the structure of these vessels and of any subsequently built could be so modified as to admit of their being readily armed without interfering with their utility from a commercial point of view; while their officers might either be Naval Reserve men or at least members of the various volunteer corps now being formed from the British Mercantile Marine in China. We are by no means an advocate of a system of subsidies either for the purpose of promoting railway enterprise or encouraging the establishment of steamship lines. This, as a rule, can be safely left to the commercial instinct of the merchant, but, as the *Times* remarks, "the advance of Russia to a port on the Eastern seas has profoundly modified the view which the Government of Great Britain must take of its Imperial responsibilities." By some such scheme as we advocate the Government would have at call a fleet of light draft gunboats and transports always in commission and consequently in thorough

working order, manned by officers and pilots with an intimate knowledge of every inch of the waterways they navigate, and which could be relied upon to do yeoman service in time of need, leaving our war vessels free to maintain that power at sea without which, as Mr. BALFOUR said, it does not much matter who holds Port Arthur or Weihaiwei, or, we might add, the Yangtze or West River valleys.

CHINA AND THE GOLD STANDARD.

(Daily Press, 9th August.)

When the revision of the Chinese tariff takes place China will probably ask that the duties may be stated in gold. She would be guilty of almost incredible folly if she failed to do so, and, if the request be preferred, the Powers could not with much grace refuse to accede to it. China has now a large gold debt, on which the interest has to be paid in gold, and if she is dependent upon a continually depreciating silver revenue she will find herself sooner or later in the same position as that in which India was before the closing of the mints. If the Indian Government was threatened with bankruptcy the Chinese Government will be exposed to the same danger, should silver continue to decline, as seems only too probable. While self-interest would dictate to China the expediency of raising her revenue, or some of it, in gold, her creditors may be expected to use their influence in the same direction. And China would be in an exceptionally favourable position for adopting a gold standard, inasmuch as, unlike India and Japan, she would be put to no expense or trouble in redeeming any existing currency. The precious metals, whether coined or uncoined, circulate in China simply by weight. The people are beginning to appreciate the advantage of coins and several provincial mints are in operation, but the coins they turn out are dollars or fractional parts thereof, while the measure by which the Government collects its taxes is the tael weight of silver, which is unrepresented by any coin. All that China would have to do therefore would be to notify that after a given date the taxes and duties would have to be paid in gold instead of silver, the currency of commerce being left to adjust itself to the altered conditions according to the convenience of the trade. Probably silver would continue the medium of retail trade for a long time to come, while gold became the usual measure of value in wholesale business and large financial transactions, a position which it virtually occupies at the treaty ports already. Gradually, however, retail trade would come more and more to measure its transactions with reference to gold, so that the latter would in course of time become the universally recognised standard.

Would a gold standard be to the advantage of China? To the Government it would be an advantage undoubtedly, as a means of saving it from bankruptcy; and in its effect on trade also the change would ultimately be beneficial, though during the transition stage it might subject various interests to loss or inconvenience. No doubt we would hear a good deal of the effect cheap silver has in stimulating production and of China's folly in throwing away that advantage, but, to quote from a recent note on the Indian currency controversy in the *Friend of India*, "the effect is essentially temporary in its nature, the stimulus to production being

"merely an incident of the transition from a higher to a lower range of prices, and it being manifestly impossible that this stage of transition should be indefinitely prolonged." Our Calcutta contemporary goes on to point out also that "the gain to the country from this cause is attended by a set-off in the shape of the derangement consequent on the redistribution of purchasing power between different classes of the population implied in the fall, and a serious depreciation of the large silver savings of which, in the main, the capital of the country consists." The latter consideration is brought forcibly home to us in Hongkong, for instance, in connection with the accumulated funds of our various public companies, such as insurance companies and others, that hold the whole or part of their funds in silver. Where a company's assets are represented by ships, or docks, or land, they are but little affected by currency fluctuations and that only temporarily, but where the assets are represented by silver lent out on mortgage or invested in other silver securities their value steadily depreciates. The depreciation is perhaps even more forcibly realised by those who have been indiscreet enough when insuring their lives to have the policy made out in silver. Naturally no one would think of doing such a thing now, but it was not very uncommon some years ago when silver still held a position of respectability. The result is that whereas the insurer probably thought that for each thousand dollars of the amount written on the policy the beneficiaries would receive £200 or thereabouts he knows now that they will get considerably less than £100. This is indeed an offset to the stimulus cheap silver is supposed to impart to production and the export trade.

THE UNITED STATES AND THE PHILIPPINES.

(Daily Press, 12th August.)

Spain's reply to the conditions imposed by the United States as the basis of peace negotiations has reached Washington, and, although it does not amount to an unqualified acceptance, it is considered, according to Reuter, that it will be held to justify the cessation of hostilities. In that case we may expect to hear almost immediately that instructions have been received by Admiral DEWEY and General MERRITT to abstain from any attack upon the city of Manila. The army already in Luzon will no doubt be much disappointed if they have to leave the country without having been afforded an opportunity of doing anything, and the disappointment of not being allowed to occupy Manila will no doubt be shared by the fleet, though the latter has its victory of the 1st May to console itself with. Nor will the disappointment be confined to the American forces or be caused only by the loss of opportunity of martial distinction. Spain has been easily worsted in the struggle with her powerful antagonist, and a considerable amount of sympathy with the defeated party is no doubt felt, even by those who think she was in the wrong. Sentiment, however, cannot alter the plain issues of the case, and students of the politics of the Far East will, we think, generally agree that the occupation of Manila by the American forces, even if it had been only temporary, would have had an excellent effect, not only upon the future of the Philippines themselves, but also upon the balance of power in this part of the world. A simple withdrawal of the American forces, though it might be dictated

by disinterested and generous motives, would not be so interpreted by the native races, and possibly even some European nations might not be disinclined to suggest that their own demonstrations had had something to do in bringing about the final result. In fact, however absurd it may seem at the moment, an American withdrawal would ultimately come to be regarded as a running away, and an undesirable amount of encouragement would be afforded to the policy of bluff. Whatever the final settlement may be therefore, and even if it be decided that Spanish sovereignty over the Philippines is to remain unimpaired, it would be desirable for American prestige that a preliminary condition should be the occupation for an agreed period of the city of Manila. The city has been at the mercy of Admiral DEWEY for the last three months, and for our own part we are inclined to think that the gallant Admiral has made a mistake in not taking it. General MERRITT has since arrived with an army of eleven thousand men, and still the summons to surrender has not been served upon the Spanish Commander-in-Chief, although there is reason to believe that had it been served it would have been complied with and that no bombardment or loss of life would have been necessary; and even had resistance been encountered it could not have been really serious. But in addition to the question of America's prestige her duty towards the insurgents has to be considered. She has taken these people by the hand, assisted them to success in the field, and encouraged high hopes of future independence, and she cannot now behave perfidiously towards them and throw them over. Not only can she not do so, but we may be well assured that she will not even wish to do so. Although she may not be prepared to support their claims to complete independence she will certainly take such guarantees as will ensure for the Philippines a reasonably just government and exemption from illegal levies by the religious fraternities or official classes.

VACATIONS FOR THE SUPREME COURT.

(Daily Press, 8th August.)

The Supreme Court Vacation Bill, if it will not prejudicially affect the interests either of suitors or of the general public, as surmised in the Attorney-General's statement of the reasons and objects of the measure, will on the other hand not be likely to afford much relief to the members of the legal profession, at whose instance it has been introduced. Due provision is made that urgent business may go on during the vacation as if no vacation existed, and those who remember the time when vacations were in force before will no doubt remember also that the vacation was sometimes the busiest time of the year, in accordance with the usual contrariness of things. History is not unlikely to repeat itself in that respect. If the members of the legal profession desire the Bill we see no particular reason why they should not be allowed to have it, but it will not do them any good, nor will they be at all satisfied when they have got it. In England and in colonies where there is a large bar and a correspondingly large amount of legal business, vacations may be considered necessary, because the business of the courts has to pursue its regular course and cannot be arranged to suit the individual convenience of the barristers and solicitors engaged in it, and it is therefore desirable that there should be a period

during which all who desire a holiday may be at liberty to take it. But in Hongkong the rule with regard to the setting down of cases for hearing is to consult as far as possible the convenience of all parties concerned, and where the bar is numerically so small and the amount of legal business is of such manageable proportions it would seem a more satisfactory course all round for the legal gentlemen to arrange the periods of their holidays for themselves according to their inclinations and the exigencies of their engagements. The long vacation is fixed, according to the Bill, to extend from the 20th September to the 17th October, but we should imagine that most people wishing and able to take a month's holiday would prefer to take it a little earlier in the year so as to escape more of the fierceness of the summer. Also a person who has seen Japan, our principal holiday ground, in the late summer or autumn, might on the next occasion prefer to time his visit in the spring or early summer. The Attorney-General says he can find no record showing that the barristers and solicitors of the colony were consulted before the former vacation was abolished. That, we think, is hardly an accurate statement of the case. The feeling on the subject was so notorious that it would have seemed rather superfluous for the Government to have formally consulted the profession as a body; the Attorney-General of that time must have been thoroughly cognisant of the general feeling of his fellow lawyers and have been competent to speak in their name, and, moreover, if the profession had objected to the abolition of the vacation they had full opportunity of stating their objection and would assuredly have exercised their right. The fact is that the old vacation was generally recognised as a fraud, and the new one will soon come to be so recognised also. When the Bill of 1882 was introduced the first idea was to allow the Chief Justice to fix the vacations from time to time provision being made for facilitating urgent business during the vacation. "At present," said the Attorney-General, "it is not permitted, except with special leave, or by consent, to file the pleadings, and so business comes to a standstill, which I believe is found practically inconvenient, particularly at the present time, when there is a great deal of business and everyone is willing and able to work but is prevented from working by this hard and fast rule." Before the Bill came on for second reading the determination had been arrived at that it was desirable to abolish the vacation altogether. The Chief Justice, Sir G. PHILLIPPO, who occupied a seat in Council, said he had consulted Mr. Justice SNOWDEN and they were "of opinion that whilst the vacation is a considerable loss to suitors and others engaged in the court it is really of no importance to the judges or officers." Having shown why it was impossible ever to close the office completely, His Honour went on to say, "Under those circumstances it seems to me the better plan would be to place the Judges and officers of the court in the same position as other officers, that is, that they should get their vacation when they want it and when the state of public business allows of it." The arguments adduced then are equally cogent to-day, except that as it is provided in the present Bill that business may go on in the vacation the same as out of it, the measure will be more farcical than actually harmful.

It is notified in the *Gazette* that Dr. F. O. Stedman has been appointed a member of the Alcoholic Liquors Commission.

THE POKFULAM RESERVOIR.

(Daily Press, 12th August.)

A study of the water supply figures for last month ought to convince everyone of the inexpediency of the suggested doing away with the Pokfulam reservoir. At the end of July, with more than half the rainy season past, the Tytam reservoir was still unfilled, and it is quite within the bounds of possibility that the deficiency may not be made up even at the end of the season. Pokfulam, on the other hand, has for a large part of the summer been running over. If the supply, that has been drawn from the latter had had to be drawn from Tytam, the number of gallons in the latter would be much less than it is and exceptional rains would be required to completely fill the storage capacity. Consequently, without Pokfulam a water famine during the ensuing winter would not only be possible, but almost certain. The selfishness of wealth could not be better exemplified than in this proposal to deprive a city of its water supply in order to obtain sites for a few villa residences.

SPANISH-AMERICAN WAR.

SANGUINARY ENCOUNTER
AT MALATE.

ELEVEN AMERICANS KILLED AND
FORTY WOUNDED.

HEAVY LOSSES OF THE SPANIARDS.

DEATH OF THE BRITISH CONSUL.

Hongkong, 10th August.

Manila is still in the hands of the Spaniards, or at any rate was when the German steamer *Petrarch*, which arrived here yesterday, left Manila harbour on Saturday last. The understanding was that the final move would not be made until the *Monadnock* made her appearance and the American army had received still further reinforcements. Apparently the Americans cannot altogether rely upon the insurgents, and they wish to make assurance doubly sure by having enough troops to perfectly control and police Manila in the event of any lukewarmness on the part of the insurgents. The *Monterey* and the *Brutus* have already joined the fleet, and the remainder of the third expedition reached their destination on Sunday morning, July 31st. There are now some 11,000 American troops in the Philippines and it is expected that within a month there will be as many more.

The most important news brought by the *Petrarch* was the lamented death of the popular British Consul at Manila, Mr. Rawson Walker, who died of dysentery on Tuesday of last week, and intelligence of a determined attempt on the part of the Spaniards to drive the Americans from the trenches at Malate which, at the request of General Greene, the insurgents had vacated on Friday morning, July 29th. On the trenches being occupied by a portion of the First California Regiment and four guns of the Utah Batteries it was found to be untenable, and the making of new breastworks was commenced, work with which the Spaniards do not seem to have seriously interfered. At about ten o'clock on the evening of Sunday week, however, the Spaniards moved forward, and a sharp fight lasting about four hours ensued in a storm of wind and rain. It is said that it was through the imprudence of the American troops that the conflict took place. They displayed considerable carelessness in exposing themselves, and led the Spaniards to conclude that they would be able to snatch a momentary advantage on account of the apparent want of order which prevailed. Having got the range the Spaniards fired with surprising accuracy, and the Americans vigorously responded. Reinforcements pushed their way to the trench in a perfect hail-storm of bullets, and several of the Americans were killed and a number wounded. The

Spanish attack was made both on the front and the flank and was continued until the early hours of Monday morning, when the Spanish ceased firing and retired. The United States troops lost 11 killed and 40 wounded and the insurgents about the same number. The Spanish loss is reported to be 300 killed and 1,000 wounded. On the Tuesday following the firing was resumed and there was fierce cannonading on the Wednesday. There was no fighting on the Thursday, but some anxiety was felt in the American lines on account of all lights being out in Manila.

Father McKinnon, chaplain of the First Californian Regiment, had made arrangements to go to Manila to see the Archbishop to try and persuade him of the uselessness of resistance, but on his way he narrowly escaped with his life on account of a shell bursting close to him and he turned back.

A conference has been arranged to be attended by Consul Williams and 15 insurgent leaders of the provinces, who have been invited to be present and to lay their views before Aguinaldo.

The following is a list of the killed and wounded in the engagement of July 31:—

KILLED.

Corporal Walter E. Brow, Company D.; Privates John Brady, jun., Company I.; Jesse Noss, William Stillwason, Jacob Hull, William E. Bunton, all Co. E., Tenth Pennsylvania Volunteers; Private L. Dawson, Battery K. Third U.S. Artillery; First Sergeant Maurice Justh, First California Volunteers; Private J. A. McIlrath, Battery H. First U.S. Artillery.

SERIOUSLY WOUNDED.

Tenth Pennsylvania—Victor H. Holmes, Co. K, shot in the chest; First Sergeant Samuel Uleh, Co. C, shot in the groin; Sergeant Alba Waters, Co. D, chest; Lee Schneider, Co. E, right arm and chest.

First California—Captain G. R. Richter, Co. I, shot in the head; C. J. Edwards, Co. A, left shoulder.

Third Artillery—Charles Winfield, Battery H, through the neck.

SLIGHTLY WOUNDED.

Tenth Pennsylvania—Co. D, Corporal Harry L. Bishop, left arm; Albert R. London, right hand; Matthew J. Welsh, right hand; Charles W. Wallace, leg; Corporal H. E. Cromwell, leg and arm; George Calhoun, arm; Charles E. Maloy, right arm; Alvin Snyder, left hand; Lieut. A. J. Buttermore, forehead. Company A.—A. R. Johnson Harvey Funkhauser, nose; Earl Shaw, left arm. Company E.—Capt. J. A. Loar, scalp; C. H. Emenheiser, right hand and arm; Howard Minor, left hand; S. B. Bobbs, left arm; Sergeant N. J. Hurst, scalp; George Washbaush, left shoulder. Company H.—Walter J. Schiedler, scalp. Company I.—Corporal A. W. Powell, right leg. Company K.—C. S. Carter, right side; Albert Hunnell, right hand.

First California—Co. B.—A. L. Rogers, shot through right hand, right ear, and breast by same bullet. Co. I.—Charles Stuart, right hand; H. C. Payson, right thigh; Daniel O'Neil, back; W. E. Schmidt, arm; Robert W. Nicholson, right shoulder.

Musician.—Ernest Townsend, back.

Utah Battery B.—J. G. Winkler, left arm.

Third U. S. Artillery.—Battery K.—Robert L. Officer, left shoulder.

Battery H.—Phillip Sauer, left leg; Henry Stockfleth, back; Captain Hobbs, left thigh.

Private Fred. Springstead, Co. D., First Colorado, was killed on August 1 and Private Edward Zachery, Company G., First Colorado, shot in the thigh; Private Fred. H. Field, Co. F., First California, in the shoulder. Both wounds slight.

Winfield and Schneider, wounded in Sunday night's engagement, have succumbed to their injuries.

[FROM OUR CORRESPONDENT WITH THE AMERICAN FLEET.]

Manila Bay, 4th August.

The *Indiana*, *Ohio*, *Morgan City*, *City of Para*, and *Valencia*, came steaming into Manila Bay Sunday morning, July 31, and anchored with the rest of the American fleet about 2 o'clock in the afternoon. It was a grand sight. Five large transports all in line but at proper distances, flying the American colours at the mast heads, as well as on the regular flag staff, with

yards and rigging thronged with soldiers anxious to view the scene of Dewey's great victory and cast their eyes over lands that must soon be in Uncle Sam's permanent possession. The *Concord* was sent out to meet them and proudly escorted them to their assigned positions. No such squadron of vessels of any kind or nation has entered Manila Bay since Admiral Dewey's fleet made its unwelcome appearance three months ago on May Day and treated the Spaniards to a surprise which they will never forget. They could be easily seen from Manila and the walls of the old city and high buildings were crowded with Spaniards watching the invaders and estimating the strength of the most recent reinforcement of Americans. These five transports and the *Newport* which came six days ahead brought 5,000 men in all.

There are now nearly 11,000 American troops in the Philippines and there will be 12,000 more inside of another month. By September 30 there should be not less than 25,000 men and officers, representing the 8th Army Corps, in these islands. In my last letter I told you who came on the *Newport*. On the *Indiana* is Brigadier-General McArthur of the Regular Army and his staff, of which Captain Kernan is Adjutant and Captain Sawtelle, Quartermaster. There is one battalion of 23rd Infantry Regulars commanded by Colonel Owenshine, one battalion of the 18th Infantry Regulars commanded by Major Keller, one Company of Engineers commanded by Lieutenant Eckels, one Company of the Signal Corps commanded by Capt. McKenna, and a detachment of North Dakota Volunteers under Lieut. Baldwin, making a total of nearly 1,000.

On the *Ohio* are a detachment of 18th Infantry Regulars under Colonel Van Vatsah, a famous Indian fighter, a battalion of the 3rd Artillery under Captain Burkholder, one battalion of the 1st Wyoming Volunteers under Major Foote, and a detachment of the Hospital Corps under Captain Keifer, amounting in all to over 900 men.

On the *City of Para* is the crack 15th Minnesota Regiment of Volunteers, who are said to drill and act like regulars and born to fight, in many instances being sons of veterans of the great civil war in America. Colonel McCree commands them. With them came the usual detachments of the Signal and Hospital Corps making in all on the *City of Para* about 1,000 men. The 13th Minnesota is not even now in full force. Some 300 men, or about three Companies, were left behind at San Francisco to come by the next expedition. When the entire regiment is together it is one of the largest and best in the U. S. Volunteer Army. Minnesota is famed for her cyclones and it is said that this regiment is so imbued with the spirits of cyclones that when it strikes the Spaniards the latter will experience a living or animate typhoon that will surpass in destructive and irresistible effects any storm of nature they ever saw or heard of.

The *Morgan City* brings a Battalion of the 1st Idaho Regiment under Lieutenant Colonel Jones that was recruited from a section of country famous for its Indian wars and for men who shoot on sight and are as accustomed to firearms and the "ping" of bullets as the fairest flirt is to furtive glances and the sound of meeting lips. They are all sharpshooters who hit more easily at 1,000 yards than at 200. This is no exaggeration but a decided truth.

The *Valencia*, the baby ship of the fleet of transports, did not bring a baby crowd of men. They are a hardy lot and come from the plains of North Dakota, well up towards the Canada line. Colonel W. C. Treumann, who is in command, says that he will put 100 of his northern soldiers against any 200 of Southern Spaniards and lay odds of 2 to 1 that his men will not only beat the enemy but take them all prisoners provided they will not commit suicide, jump into the bay, or run away and hide like jack-rabbits!—and Col. Treumann is not a boasting man. He has under his command two battalions of the 1st North Dakota Regiment. On the *Valencia* are also a detachment of Idaho Artillery and Hospital and Signal Corps. The Idaho Artillery are the same class of men as the infantry from that state. With their field guns they will shoot as accurately as the infantry with rifles.

I have visited every ship, talked with officers and men, and can state that they show the same determined spirit that characterises all the other troops. They are here fully aware of conditions and if victory can only be gained by death every man is ready to die.

The splendid health of both the military and naval forces in a climate new to them is one of the most remarkable features of this campaign. Out of nearly 2,000 sailors in Admiral Dewey's fleet only 44 are on the sick list. This number is unprecedented for either the American or any other naval force in the Far East in proportion to number. And yet of these 44 only 15 would be unable to respond if they were absolutely needed. Looking next at the army, in a total of 11,000, exclusive of a few wounded in the recent fighting at Malate, there are not over 150 men actually sick or confined to hospital. Of course the question to be asked is this: How is such a remarkable condition to be explained? The truthful answer is first, the health, strength, and vigour of the men enlisted, for they are a picked lot, all of whom had to pass rigid physical examinations in order to be accepted; second, the discipline of the officers and the care of the privates to avoid doing that which aside from duties would cause them to run risks of fevers, dysentery, and other complaints common to the tropics; and third, the cheerful temperament of everybody from Major-General Merritt down to cooks and messengers which keeps the army in good spirits no matter how heavy the rains and how hot the sun's rays. I must confess that, after repeated visits to Camp Dewey and to the trenches in front, when I have expected to meet complaints on every side and see signs of fault finding with this, that, and the other, I have a much higher opinion of the American soldier, regular or volunteer, than I ever had before. Experiences of the kind through which the soldiers are now going, with days of torrential rains against which even their tents are inadequate protection, prove the courageous and enduring qualities of those who have in the majority of instances left comfortable homes and their native land 7,000 to 10,000 miles away without the prospect of seeing them for several years and possibly never again. It may be interesting to add that the more I study the ways, habits, and notions of the rank and file of the American army, the more am I reminded of the points they have in common with British Volunteers and regulars whom I have seen in Hongkong, Singapore, Burmah, and India. Neither are they certainly afraid of anything.

President or General Aguinaldo is greatly interested in the movements of the Americans. It is not true that he has actively opposed them in any way nor has he given orders to that effect. It may be possible as some pessimists predict that there will be some trouble eventually between the provisional government General Merritt will establish and that already organised by Aguinaldo, but I do not apprehend that it will be of a serious nature. The natives one meets in the towns or in the country are exceedingly hospitable and kind to Americans, and, in conversation, invariably look forward with delight to the idea of American control of the islands. Aguinaldo himself, in my opinion, is too shrewd a man to plan or execute any resistance to American authority. If Admiral Dewey had not consented to his coming here and to the bringing of arms, he would never have been able to establish himself as he has; if Consul-General Wildman had not arranged matters for him in Hongkong he would never have been allowed on board any vessel coming to the Philippines. After he arrived here it was the presence of the American fleet that alone enabled him to land and take steps to organize his army and provisional government. He further realizes that if he was unable to succeed in his revolt against Spanish rule he would be a hundred times less able to do so under American control, when all the reforms he asked of the Spaniards would not only be granted by the Americans but included in their administration whether desired and requested by the natives or not. On the other hand Aguinaldo deserves credit for the successful management of his campaign, for the victories he gained over the Spaniards, and for the way he has cleared the interior of Spanish garrisons and effectively surrounded Manila. Admiral Dewey and General Merritt appreciate this and do not

belittle it, but they recognize that in order to carry a campaign through on proper lines there cannot be any clash of authority between Americans and insurgents on critical points.

Differences may have arisen between officers of the American forces and those of the insurgents which may have caused slight misunderstandings, but whenever Admiral Dewey or General Merritt want anything in the hands of the insurgents to which they have a just claim in war, or decide on a line of action which might appear to conflict with the arrangements of General Aguinaldo, they invariably have their own way. The chief matter of interest around Aguinaldo's headquarters is the meeting of the Philippine Congress or House of Delegates. Such a body has been organized and it has held deliberations with regular decorum and rules of order. Most of the debates are behind closed doors, but it is reported that a leading topic of discussion is the attitude towards the Americans, with a considerable majority in favour of assisting them in every way possible. The insurgent forces are now massing in greater strength to the north and east of Manila.

The Americans took possession of the front trenches below Malate very soon after General Merritt's arrival and the Spaniards immediately appreciated the difference. Fighting then became a very different affair than it had been before and war took on a new meaning for them. Going into battle with half trained natives unused to handling rifles had not prepared them to meet the accurate aim and steady fire of the Americans. When General Greene, who is in command at Camp Dewey, arranged with the insurgents to vacate these Malate trenches, they made no objections, apparently understanding that it was necessary for the Americans to control the front of their own camp. The native soldiers simply moved further over towards the Pasig and strengthened also the lines east and north of Manila.

The death of the British Consul, Mr. Walker, is profoundly regretted by those who knew him. The flags of all the vessels in the harbour were at halfmast on Tuesday, July 2, in his honour. Admiral Dewey speaks of Mr. Walker in the highest terms. Whatever intercourse he had with the Admiral was conducted in a most acceptable manner. As Acting American Consul his duties were increased during the war, but he performed the functions satisfactorily. It is hoped that the Foreign Office will immediately appoint a strong man to his place. For some reason the Vice-Consul in charge does not seem to be as popular as might be desired, judging from what I hear Britishers say, but I know nothing against him myself. Speaking of deaths reminds me that I have not mentioned the names of those men of the third expedition that died en route from San Francisco to Manila Bay. They numbered five (5) in all including one young lieutenant just out of West Point.

The lieutenant's name was Robert D. Kerr, from Charleston, West Virginia. He graduated from West Point Military School in the class of 1898 and was assigned to the engineer corps. He died July 21, of spinal meningitis, and was buried at sea July 22. The other deaths include Private Stephen R. Roddy, Co. L., 23rd Infantry Regulars, from Dallas, Texas, who was afflicted with apoplexy, July 13; Private Ralph R. Bowers, Signal Corps, U.S. Volunteers, heart failure, July 20; Private Ernest Bowker Co. F., 1st Wyoming Volunteers, Douglas, Wyoming, typhoid fever, July 24; Bugler Fred. Buckland, Co. E., 13th Minnesota Volunteers, St. Paul, Minnesota (formerly East Kent, England), apoplexy, July 27. Aside from these soldiers, there was a fireman or coal passer on the *Ohio*, named W. D. Kelly, who jumped overboard through the starboard ash chute and committed suicide by drowning July 19. The general health of the men was excellent and the sick list on arrival was confined to a few cases of measles and typhoid fever.

The *Monterey's* time is nearly up. She has three days more before we will be at all anxious about her. She may even come in as this mail goes out. When she arrives there will be little delay in settling matters.

The *Martha* under care of Messrs. Evans and Whaley is very busy disposing of cargo to hungry army men. The *Kwonghoi* has been chartered for a few days to the army and has assisted in the disembarkation of soldiers from

the transports to land. A German steamer that recently arrived with coal was sent away to sea, the cargo not being ordered either by Admiral Dewey or Admiral von Diederichs. The *Raleigh* assisted by the *Callao* is backing up Camp Dewey by anchoring close inland, where she commands the Spanish lines and forts. The *Nanshan* is being loaded with all gear and extra tackle from the different men-of-war prior to their going into the second engagement for the capture of Manila, which is now imminent. All of Dewey's vessels are practically cleared for action and it would take but a very short time to pour iron rain into the forts of Manila.

The second battle in Manila Bay has been long expected, but the indications are now plain that the issue cannot be long delayed. Had Admiral Dewey paid no respect to the rights of non-combatants and not wished to avoid loss of life and property, he could easily have taken the city two months or more ago.

SPECIAL.—4th August.

The first battle on land between the American and Spanish forces has been fought. The first effort of Spanish soldiers to drive back the invaders has met with signal failure. The first test of American and Spanish valour has developed none of the cowardice and incapacity attributed by the Dons to the Yankees. The volunteers of General Merritt's Army have shown the coolness, daring, and spirit of veterans; the regulars have demonstrated that their training has not been in vain.

The battle was not a great one nor a long one, but it made up in vigour what it lacked in extent and time. There is nothing to be gained by exaggeration of the encounter, but justice should be done to those who acquitted themselves with true credit. It can be said that both sides fought valiantly. The Spaniards certainly made a determined movement on the American lines and kept up a galling fire after the Americans replied, only ceasing when it was apparent that further fighting meant useless loss of life.

At 11 o'clock on Sunday night, July 31, when the tenth Pennsylvania Volunteer Regiment was occupying the trenches below Malate, the Spanish forces made an attack on the front and right flank of the Americans simultaneously. They opened with continuous volleys of musketry supported by the guns of the fort and other batteries. The suddenness of the attack would have been a surprise to the Americans had not they been exercising an unremitting surveillance of the enemy. The Pennsylvania Infantry and Batteries A and B Utah Artillery stationed in the trenches answered the Spanish fire without flinching. When their ammunition was being depleted and the Spaniards had shown no signs of retiring, reinforcements which had been sent forward by General Greene consisting of Battalion 3rd U.S. Artillery and the 1st California Regiment of Infantry came forward under hot fire and relieved the forces that had stood the first brunt of the fighting. In coming to the front they were obliged to pass through a hellish rain of bullets caused by the cross fire of the Spaniards, but not a man flinched. Several were killed and more wounded but nobody uninjured stopped for a moment. When the 3rd Artillery wheeled into the trenches after passing through the zone of fire extending over 600 yards, a wild cheer went up that told the Spaniards that they had met an enemy worthy of their vaunted valour. Then again when the 1st Californians plunged through the vortex of bullets (and these terms are no exaggeration) and took their places another cheer burst forth, and had it not been for the restraining influence of the officers the men would have charged the Spaniards with fixed bayonets regardless of the fact that such a course in the night would be folly. The American blood was up.

In the meantime, although it was the dead of night, every regiment in camp had formed into line within 20 minutes after the first firing was heard. As soon as the men appreciated what was on a tremendous cheer went up all along the line that plainly showed the spirit of the men. A battalion of the 1st California Regiment was with the 3rd U. S. Artillery first sent forward. They were supported at a reserve distance by the remainder of the California Regiment, and by the First Colorado Infantry. In

camp under arms remained the Nebraska Regiment, the 18th Regulars, the Astor Battery, and detachments of other regiments. The fight lasted until the early hours of Monday through heavy rains and winds. At last the Spaniards, after experiencing heavy losses and failing to make any impression on either the front or right flank of the Americans, ceased firing and withdrew. This practically ended the battle, for the purpose of the Americans was simply to repel and not follow up the Spanish attack.

In this engagement seven Americans were killed and about forty wounded. The list of killed has been increased to 10 by later deaths in hospital. Of the wounded not more than 5 are considered serious. Most of those men who lost their lives belong to the 10th Pennsylvania regiment, while one or two were killed in the California and Colorado regiments and the 3rd Artillery. There is no accurate report as to the Spanish losses but they must have been heavier than the Americans in view of the strength of the return fire. There have been skirmishes every night since but the American loss has not exceeded two or three.

The *Monterey* with the collier *Brutus* arrived safely this morning and anchored close in to Sangley Point. She reports all well and an agreeable trip across considering conditions. She is a powerful appearing craft and will give a good account of herself.

GENERAL GREENE THANKS THE TROOPS.
"Headquarters, 2nd Brigade, U.S.
"Expeditionary Forces.
"Camp Dewey, Near Manila.
"August 1st, 1898.

"General Orders No. 10.
"1.—Brigadier General Commanding desires to thank the troops engaged last night for the gallantry and skill displayed by them in repelling such a vigorous attack by largely superior forces of the Spaniards. Not an inch of ground was yielded by the 10th Regiment Pennsylvania Infantry and Batteries "A" and "B" Utah Artillery stationed in the trenches; the Battalion 3rd U. S. Artillery and 1st Regiment California Infantry moved forward to their support through a galling fire with the utmost intrepidity. The courage and steadiness shown by all in their first engagement are worthy of the highest commendation.

"The dead will be buried with proper honours under the supervision of the Regimental and Battalion Commanders at 3.00 o'clock to-day in the yard of the Convent near Mericanan.

"By Command of Brigadier General Greene.
"W. G. BATES.
"Assistant Adjutant General."

SUPREME COURT.

8th August.

IN SUMMARY JURISDICTION.

BEFORE MR. JUSTICE WISE (PUISNE JUDGE).

CLAIM FOR HOSPITAL FEES.

J. E. Barker, of 51, Queen's Road West, was sued by the Colonial Treasurer for \$32, being the amount of Government Civil Hospital fees due from defendant, who was in the hospital from 14th May to 30th May. Mr. Hursthouse appeared for plaintiff. Defendant did not appear.

Robert Chapman, steward at the Hospital, said defendant was in the hospital from the 14th May to the 30th May, and at the rate of \$2 a day \$32 were due from him.

Mr. Justice Wise—Did he know he would have to pay \$2 a day?

Witness—Yes.

Mr. Justice Wise—Did he agree to pay it?

Witness—Yes.

Judgment for plaintiff.

On Monday the Hon. J. H. Stewart Lockhart, C.M.G., as special commissioner to enquire into the Kowloon extension, left for Mirs Bay, whence he will start operations, in H.M.S. *Plover*. He was accompanied by Hon. R. D. Ormsby and Lieut. C. F. Rundale, R.E. On Tuesday Captain R. N. Custance, of H.M.S. *Barfleur*, followed in torpedo boat No. 27.

TERRIFIC TYPHOON IN FORMOSA.

GREAT DAMAGE AND LOSS OF LIFE.

[SPECIAL TELEGRAM TO THE "DAILY PRESS"]
Daitotei, 8th August.

A terrific typhoon has swept over North Formosa. It is estimated that 1,000 houses have been destroyed and many lives have been lost. The foreigners are safe. Much tea has been damaged.

THE STRANDING OF THE "AMARAPOORA."

THE CAPTAIN'S CERTIFICATE SUSPENDED.

[SPECIAL TELEGRAM TO THE "DAILY PRESS."]
SHANGHAI, 9th August.

The Marine Court of Inquiry held to investigate the circumstances attending the stranding of the British steamer *Amarapoora* has suspended the Captain's certificate for six months. [The *Amarapoora* went ashore on the 7th May on the Pinnacle Rocks, near the S. E. Promontory, while on a voyage from British Columbia to Taku with a cargo of railway ties and timber. She was an iron screw steamer of 1,619 tons net register and 300 horse-power.]

HONGKONG SANITARY BOARD.

A meeting of the Hongkong Sanitary Board was held on Thursday afternoon, when there were present the Vice-President (the Hon. F. H. May, Captain Superintendent of Police), presiding, the Acting Director of Public Works (Mr. W. Chatham), the Acting Registrar-General (Mr. A. W. Brewin), and the Medical Officer of Health (Dr. F. W. Clark), the last named acting as Secretary.

MINUTES.

The minutes of the previous meeting were submitted and adopted as a correct record.

THE REGULATION OF PUBLIC LAUNDRIES.

The MEDICAL OFFICER OF HEALTH said the proposed amendment of bye-laws for the regulation of public laundries was in revoking bye-laws 4 and 5 and substituting the following:—"No persons other than two caretakers may occupy any building or part of a building which is registered as a public laundry between the hours of 11 p.m. and 5 a.m. unless such persons are actively engaged in carrying on the work of the laundry." Bye-laws 4 and 5 were:—"Any room used as a public laundry shall not be used either as a dwelling or a bedroom, or for any purpose other than that of a laundry. No person other than a caretaker shall pass the night in a public laundry except such person be actively engaged on the work of the laundry."

On the motion of the VICE-PRESIDENT, it was decided to recommend the amended section to the Government for adoption.

THE RETIREMENT OF MR. N. J. EDE.

The following letter from the Secretary of State for the Colonies to H. E. the Acting Governor concerning the resignation of Mr. N. J. Ede was submitted:—

"Downing Street, 7th July, 1898.

"Sir,—I have the honour to acknowledge the receipt of your despatch No. 133 of the 12th May reporting that Mr. N. J. Ede has resigned his seat on the Hongkong Sanitary Board and is returning to this country.

"I have received with much satisfaction the testimony you have borne to the valuable services rendered by Mr. Ede, and I must express my regret that those services will henceforth be lost to the colony.—I have the honour to be, sir, your most obedient, humble servant,

"J. CHAMBERLAIN."

The VICE-PRESIDENT—I am sure the members will be gratified that Mr. Ede's valuable services have met with such well-deserved recognition.

A LODGING HOUSE QUESTION.

Correspondence concerning the alleged use of certain premises as common lodging houses were submitted. The premises are situated at No. 5, Praya West, and are used by the oc-

cupants for the purpose of putting up for a day or two such of their customers as come from up country.

The VICE-PRESIDENT—I move we take no further action in the matter.

The MEDICAL OFFICER OF HEALTH said the object of the Ordinance dealing with lodging houses was to prevent over crowding and ensure the sanitary condition of all such houses as were not occupied strictly speaking as family houses. Therefore in his opinion according to the spirit of the law these houses were not common lodging houses; but the Attorney-General suggested that in view of the fact that they were not open to the public it would be wise to consider the desirability of altering the bye law which required a board to be placed against the house with the words "Common lodging house" painted upon it.

The ACTING REGISTRAR GENERAL—said he did not think any one of the coolie houses in the colony was open to the public.

The VICE-PRESIDENT—I am inclined on the whole to move that no further action be taken in the matter at present.

The ACTING REGISTRAR GENERAL seconded. Carried.

MR. HILLIER AND THE RECENT EPIDEMIC OF PLAGUE.

Mr. H. M. Hillier, Commissioner of Customs for Kowloon and district, wrote Dr. Clark, as Acting Secretary, as follows:—"I have the honour to acknowledge the receipt of your letter of the 6th instant conveying the thanks of the Sanitary Board for the assistance rendered by me during the recent epidemic of bubonic plague in Hongkong. In reply I beg to express my satisfaction that, with the aid of the officers of the Kowloon Customs, I have been in a position to render assistance in furthering the important work of the Board. It is also gratifying to me to have the opportunity of testifying to the hearty co-operation given by the Ta Ping Hsieh, Wang, the Kowloon Sui Li, and the Samshui Hsui-ti Lin, who readily adopted and intelligently carried out the proposals made for the control of the epidemic in Kowloon and its neighbourhood."

The VICE-PRESIDENT—I move that we forward a copy of this letter to the Government with the request that H. B. M.'s Consulate Canton call the attention of the Chinese authorities to the valuable assistance rendered by the Chinese officers and conveying to them the thanks of the Government. No doubt they did a great deal of work—gratuitous work—and work which was very valuable to the community.

The ACTING REGISTRAR-GENERAL seconded. Carried.

THE VACCINE INSTITUTE AND THE SUPPLY OF VACCINE LYMPH.

The following letter from the Medical Officer of Health (Dr. Clark) to the President was submitted:—"I have the honour to direct the special attention of the Board to a recommendation contained in my annual report for the year 1897, that the Government should undertake to supply the Tung Wah Hospital authorities with an ample supply of vaccine lymph throughout the year and offer a small bonus of say 20 cents to the Chinese house surgeons at that Hospital for every successful vaccination performed by them, the results to be certified by the Government medical officer attending that Hospital. A similar offer might be made to the Chinese house surgeons of the Alice Memorial and Netherside Hospitals if the Medical Superintendent would consent to certify the results. I believe there is no reason why vaccine should not be prepared in our Vaccine Institute throughout the year as is done in Saigon."

Among the minutes appended were the following:—

The Acting Registrar General—"First ask Mr. Ladds how it is they succeed in Saigon whilst we fail in Hongkong. I should also like to know what is meant by being almost wholly dependent on our neighbours for the supply of lymph during an epidemic."

The Captain Superintendent of Police—"Mr. Ladds does all this work for nothing, and I don't see why he should be saddled with it during the hot season. Why not obtain lymph from Saigon for certain months and let the Institute be open for the remainder of the year? Ask Mr. Ladds to report in detail."

The Medical Officer of Health—"I am most strongly of the opinion that an effort should be made to manufacture vaccine lymph at the Institute in this colony continuously throughout the year, and from buffaloes—not calves—as is done at Saigon. If this cannot be done the Institute had better be abolished and an order placed by the Government for the supply of lymph from Saigon by every French mail. At present we are almost wholly dependent on our neighbours for the supply of lymph during smallpox epidemics, and I do not think that this is creditable to a colony such as Hongkong."

In another minute the Medical Officer of Health said—"The question of the amount of lymph required is one which can only be answered by practical experience. I should say that at first a supply of lymph enough to vaccinate 100 persons a month at each of the Hospitals named would be ample. This would cost for lymph about \$8 and for bonuses \$60 a month provided that 300 persons a month were vaccinated. If such a result could be secured the benefit derivable would far outweigh the cost. It is for Government to provide the necessary funds if they approve of the scheme."

Dr. Lawson—"The Medical Officer of Health exaggerates the importance of continuous summer supply. I strongly object to our depending on a large foreign supply of lymph for continuance of which we have no guarantee. The main causes of our present trouble are disease of the calves and disorganisation or rather want of organisation of the Vaccine Institute. Four years ago we had a supply of as good lymph as could be got in the world—so its preparation can be carried out in Hongkong. The Japanese were compelled to stop summer preparation in Tokyo, owing to the high temperature principally, and formed a summer farm at Nikko—4,000 feet above the sea level. If we find we must have a summer supply it is not outside the range of practical politics that we may have a farm on Taimoshan in the future. The amount of money that has been expended on the Vaccine Institute has been ludicrously small compared with the importance of the subject. The preparation of lymph was begun and carried out by Mr. Ladds until he went on leave in 1895, and then there was no one thoroughly conversant with the subject who would or could carry it out. Preparation at present usually takes up a lot of spare time after an ordinary day's work, and in the case of Mr. Ladds has been done without any remuneration. In all the vaccine farms I have visited in Japan, India, and America a large and competent staff has been appointed and the expenditure was commensurate with the importance of the matter. I think at the present time the Sanitary Board should pass resolutions impressing on the Government the importance of a proper supply of lymph for the colony and surrounding country (distributed through the present Tung Wah vaccinators), and asking them to organise the Institute on a proper basis. If the Government do this they will probably find the saving of expenditure in treating future epidemics will more than compensate them for their outlay. At present I am not in favour of the 20 cent payment. Where's the money to come from? and is the Medical Officer of Health's estimate correct?"

The VICE-PRESIDENT proposed that a letter be addressed to the Colonial Secretary setting out the desirability of having a continuous supply of lymph and of having it manufactured in the colony by an addition to the staff, and that Mr. Ladds give more of his time to the duties of superintending the Vaccine Institute. He did not know how much of Mr. Ladds' time this would take up.

The ACTING REGISTRAR GENERAL—I think it is too important work to be put aside until after office hours.

The VICE-PRESIDENT said it was very important work, work which took a good deal of time. It was delicate work and the man ought to be paid for it. Really, it was a pure profit to the Government. In 1894 there was a profit of \$600, and that was when the thing was in a very small way and working only half a year. There was no doubt about it there was something in the thing, and he did not see why when the Government ran a thing like this the

man in charge should not have something. He did not know what view the members took, but he should like to add that the Board considered that Mr. Ladds deserved some extra remuneration.

The MEDICAL OFFICER OF HEALTH seconded. Carried.

The MEDICAL OFFICER OF HEALTH replying to one of the minutes, said that during the last epidemic the Government spent \$700 on lymph purchased from a local chemist.

The VICE-PRESIDENT—Then there is the other question you raised about giving bonuses on vaccination.

The MEDICAL OFFICER OF HEALTH—That is a point I am strongly in favour of. It is all very fine manufacturing lymph, but who is going to use it.

The VICE-PRESIDENT—I propose that we recommend the Government to adopt the suggestion of the Medical Officer of Health that the native hospitals be offered bonuses for successful vaccination. Even if the expense thus incurred were considerable the Government would be recouped in the diminution of smallpox cases.

The ACTING REGISTRAR GENERAL seconded. Carried.

THE NEW BUILDINGS ON THE PRAYA.

An application for permission to erect water closets in a new building on marine lot 278 was granted.

COMPENSATION GRANTED.

The Board recommended the payment of \$3 compensation to the occupier of a house in Graham Street on account of certain food destroyed on account of the house having been infected with plague.

THE PLAGUE AT MACAO, BOMBAY, AND AMOY.

The mortality returns for Macao for the week ended July 24th, showed that there had been no deaths from plague, and there was only one for the following week.

A return from Bombay showed that from July 5th to July 18th in the City of Bombay there were 126 plague cases and 111 plague deaths.

A letter from Amoy showed that 18 cases of plague were occurring each day.

HONGKONG MORTALITY STATISTICS.

The Hongkong mortality statistics for the week ended July 30th show the death rate to have been 16.3, against 15.5 for the previous week and 23.8 for the corresponding week last year. The death rate for the week ended August 6th was 15.8 against 17.4 for the corresponding week last year.

The proceedings then terminated.

MEMORIAL SERVICE FOR THE LATE PRINCE BISMARCK.

The German Chapel at West Point was on Saturday evening crowded to overflowing on the occasion of a service in memory of the late Prince Bismarck. The congregation was of course almost entirely composed of members of the German community, but there was also a fair sprinkling of other nationalities, among whom was H. E. the Acting Governor. The interior of the sacred edifice was draped in black, and a conspicuous object in the corner to the right of the pulpit was a bust of the deceased statesman. The proceedings, which throughout were most impressive, commenced, after the voluntary on the organ, with the hymn "Jesus, meine Zuversicht." A few words from the Pastor as to the object of the assembly and a short prayer followed. A double quartett, "Wie sie so sanft ruh'n," having been sung, the 90th Psalm, which deals with the frailty of human life, was read. After another hymn, "Herr lehr mich stets mein End bedenken," the first seven verses of the 21st chapter of the Gospel according to St. John were read. Then came another double quartett, "Stumm ruht der Recke," and another hymn, "Wie herrlich ist die neue Welt." The Pastor, taking as his text the appropriate words, "Know ye not that there is a prince and a great man fallen this day in Israel" (2 Sam., 38), delivered a most eloquent discourse, dwelling at some length on the splendid services rendered to the cause of German unity by the late Prince. At the conclusion of the address the choir sang "Nie wollen wir vergessen," and the Pastor having

pronounced the Benediction the service concluded with the singing of the hymn "Ein feste Burg ist unser Gott" to the tune to which we sing Luther's Hymn. As the congregation were leaving the chapel the organist played "I know that my Redeemer liveth."

THE WATER SUPPLY.

We are indebted to Mr. W. Chatham, the Acting Water Authority, for the following monthly report on the water supply:—

On 1st August, 1888, the water in Tytam reservoir was 14 feet 11 inches below the overflow, representing a storage of 270 million gallons, while the water in Pokfulam reservoir was at overflow level, representing a storage of 66 million gallons. The total storage was thus 336 million gallons.

The following are the figures on the corresponding dates last year.

Level.	Storage.
Tytam, 2 ft. 6 in. above overflow	407,000,000
Pokfulam, full	66,000,000
	Total 473,000,000

The total consumption for all purposes during July was 102,500,000 gallons, giving with an estimated population of 177,450 an average daily consumption of 18.6 gallons per head.

For the corresponding period last year the total consumption was 99 million gallons, or an average daily consumption of 18.9 gallons per head for the population of 169,000.

The Government Analyst reports that the water is of excellent quality and that the supply from Pokfulam is not inferior to that from Tytam. The complete absence of Ammonia, Albumenoid Ammonia, Nitrates, and Nitrite, show that it is free from either recent or previous sewage contamination.

THE SUPREME COURT VACATION ORDINANCE.

The Bill introduced at the last meeting of the Legislative Council for the establishment and regulation of vacations in the Supreme Court provides that the following vacations shall be observed, namely, the long vacation, from the 20th September to the 17th October; the Christmas vacation, from the 24th December to the 1st January; the Chinese New Year vacation, from the first day of such New Year to the fifth day; and the Easter vacation, from Good Friday to the Thursday in Easter week.

The following are the reasons and objects attached to the Bill:—

Prior to September, 1882, the Supreme Court of this colony observed an annual vacation of two months. The effect of Ordinance No. 17 of 1882 was to completely abolish such vacation, with the result that the Court and its offices have remained open all the year round. This being the case, it is difficult for those members of the legal profession who require occasionally a few days' rest and change, to absent themselves from the colony for that purpose without the risk of serious loss to their business. I can find no record showing that the barristers and solicitors of the colony were consulted before the former vacation was abolished; but there has been recently expressed an almost unanimous desire on the part of both branches of the profession that legal vacations should be re-established in the Supreme Court. That desire has been forcibly brought to my notice, and I have accordingly introduced the present Ordinance. Before doing so, I have consulted the Judges and modified the Ordinance in accordance with their suggestions. It will be observed that due provision has been made for the regular and prompt despatch of criminal business and of all urgent matters in the Supreme Court as well as of suits in the summary jurisdiction. There is no reason to suppose that the passing of this Ordinance will prejudicially affect the interests either of suitors or of the general public.

One Tsin Fuke, a coolie employed at the Kowloon Docks, while engaged in repairing a fallen-in drain, was buried under a mass of loose earth which fell on him from the top. Though every effort was made to rescue the unfortunate man, life was extinct by the time he was brought to the surface.

TEMPERATURE AT MACAO AND HONGKONG.

It is generally supposed that in the summer months Macao, being more open to the south-west monsoon, is considerably cooler than Hongkong. The daily weather reports, however, give thermometer readings usually about three degrees higher than in Hongkong, though occasionally the difference falls to one degree only. The explanation of the higher readings at Macao, we believe, is that the thermometer is placed in the upper storey of the Harbour Master's Office, which has a single tiled roof, and the instrument is consequently exposed to the influence of sun heat, whereas at the Kowloon Observatory the thermometer is so placed as to indicate the true temperature of the air, being uninfluenced either by direct solar rays, radiation, or any other disturbing cause. If the Macao temperature were taken under similar conditions the readings would probably be two or three degrees below those of Hongkong instead of two or three degrees above them. The point is worth the attention of the Macao authorities, as the present erroneous temperature figures are calculated to damage the reputation of the Holy City as a health and pleasure resort.

POLO.

On Wednesday, 3rd Aug., the Royal Artillery and the King's Own Regiment met in the final tie for the Hon. F. H. May's Challenge Cup. The King's Own were most unfortunately deprived of the services of Major Gawne, whose place was filled by Mr. Morrah, the teams thus being:—

R. A.	KING'S OWN.
Capt. Burney (Capt.) back	Capt. Laurie (Capt.) back
Capt. Simmonds (No. 3)	Mr. Johnson (No. 3)
Mr. Hudson (No. 2)	Capt. Paton (No. 2)
Capt. Thwaites (No. 1)	Mr. Morrah (No. 1)

The King's Own defended the stable end, and immediately play began it was seen that Captain Burney and his men meant very serious business. They attacked strongly, and here the first mishap befell the King's Own, for as Captain Laurie was turning sharply Rubio and Mr. Johnson came into collision with him, and the gallant captain and his mount were knocked over. The pressure on the goal was only relieved by a good stroke from Mr. Johnson, but Captain Simmonds getting hold of the ball replied with a short run and scored a subsidiary. Almost immediately the ball was hit out the same player repeated the performance, narrowly missing the goal. On the hit out the R. A. again collared the ball, and while Captain Simmonds made a third dash for the goal, which he this time captured, Mr. Hudson and Captain Laurie collided with a resounding crash. Both ponies were knocked down, and it was feared that their riders might be seriously hurt, but they were soon in the saddle again, though both of them seemed a bit shaken. It is no joke for a heavy man like Captain Laurie to get two such nasty falls at the very commencement of a match, and for some little time he must have felt the effects of the rough handling Dame Fortune had let him in for.

Ends were now changed and still the R. A. continued to have the best of the game. Captain Thwaites was playing a good game at No. 1, while Captain Simmonds was in fine form on Tantivy and took full advantage of the way in which the R. A. forwards opened the game for him. Captain Simmonds nearly scored again at the Nullah end, and then the King's Own pulled themselves together, and Mr. Johnson and Captain Laurie by a capital combined run took the ball back to adversaries' goal. But the King's Own did not seem able to get really together or to keep together when they momentarily got together. They were evidently feeling the want of Major Gawne at No. 1; Captain Paton and his mount Slander did not seem to hit it off; that arch deceiver Rubio had got a fit of the sulks and absolutely refused to gallop; and Captain Laurie's barb seemed to resent his upsets by the China ponies and had evidently lost his temper. So things went badly with the gallant King's Own, and the R. A. playing well together were much too good for them. By one of the prettiest pieces of combined play we have seen on the ground, in which each member of the team did his share they carried the ball back the whole length of the ground and Cap-

tain Simmonds placed a second goal to the credit of his side.

Time was now called, the score standing R. A. 2 goals and 2 subsidiaries to King's Own nil.

In the second quarter the play was much more even, and some of the best play we have seen in Hongkong was witnessed. The King's Own at once assumed the offensive and Captain Paton on that good pony Mansachte (who never "takes it easy" at Polo) was soon off full cry for the Nallah goal. Mr. Morrah could not go the pace and dropping back to No. 2's place put the ball through from a well judged back hander by Captain Paton, which sent the ball in front of goal. The game now became fast and furious, the King's Own, who were playing much better together, continuing to press. The R.A., however, gradually worked the ball up to the Nallah goal, Mr. Hudson putting in a lot of very good play, and out of a melée Captain Simmonds scored the third goal for his side with a good back-hander.

The ball was now carried up and down the ground in a manner that delighted all lovers of the game, the King's Own playing up with all their might, for the score stood long against them. Now Mr. Johnson, well assisted by Mr. Morrah, made a really brilliant run—the finest run of the match—carrying the ball, now on the off and now on the near side, right up the ground to the adversaries' goal, where it was put through by Captain Paton. But the R.A. responded by another exhibition of fine combined play, and twice Captain Laurie with his brilliant back-handed stroke on the near side saved his goal. There was no further score, and the R.A. thus won by 3 goals and 2 subsidiaries (the whole of which were scored by Captain Simmonds) to 2 goals.

The King's Own undoubtedly had a fair share of misfortune, but they may console themselves with the reflection that the Royal Artillery played a very fine game, and a very different one to what the King's Own perhaps looked for after the match between the R.A. and Civilian. Captain Burney evidently has the knack of getting a team together. He played as usual a sound resourceful game at back, and each one of the men in front of him did their share of the work well, Captain Thwaites playing a sterling game at No. 1.

The King's Own were never together like their opponents. Mr. Morrah was of course new to a fast game, but he did very good service in the second quarter. Captain Laurie, Captain Paton, and Mr. Johnson all played brilliantly at times and especially in the second quarter, but individual play won't win Polo matches, and the best organised team won.

There were a large number of spectators on the ground including some of the fairest of the fair from each section of the British Isles. Happy the men who had the chance of doing doughty deeds under beauty's eyes that day!

Colonel and Mrs. Rowlandson and the Officers of the King's Own dispensed a generous hospitality, while the excellent band of the Regiment discoursed sweet music.

BIRDSEYE.

HONGKONG RIFLE ASSOCIATION.

SPOON COMPETITION.

Sixteen members took part in the competition on Saturday afternoon. Ranges, 200, 500, and 600, five shots at each range. The following are the best scores:—

	200	500	600	Total.
G. H. Coles*	22	23	23	68
A. H. Skelton*	22	21	21	64
W. MacDonald*	22	22	20	64
F. Smyth*	23	21	20	64
Sergt. Bowery, R.E.	21	22	18	61
Sergt. Marshall, R.N.	23	20	17	60
Corp. Hills, R.E.	23	22	11	56
Supper Clarke, R.E.	18	23	14	55
Mr. Aitken	20	15	18	53
Corp. Lendinghan, R.E.	17	22	14	53

* Winners of Spoons.

Mr. Bibby's many friends, says the *Malay Mail*, will regret to hear that his health has been far from satisfactory of late, and it is perhaps doubtful if he will care to settle down at Raub again.

AQUATICS.

A good number of ladies accepted the invitation of the Victoria Recreation Club to attend the aquatic entertainment on Wednesday afternoon, the launch which had been provided for them being well filled. The proceedings commenced punctually at a quarter-past five with a team race, the teams being composed as follows:—A team—E. Grant Smith, O. J. Ellis, F. Roza Pereira, J. Jorge, A. Silverthorne, J. Millar, J. Grant Smith, F. Lammert, and A. E. Alves. B team—E. Abraham, F. Jorge, Jr., C. G. Klinck, T. Meek, F. Jorge, E. Herbst, W. A. Stopani, J. Carvalho, and A. A. Alves. B team won, their time being 8 mins. 30 secs. against 8 mins. 33 secs. Messrs. Meugens and Mollison were the starters. This was followed by a water polo match, White versus Red, the teams being:—

WHITE.	Goal.	RED.
J. Machado		C. G. Klinck
F. Lammert	Backs.	T. Meek
T. Yule		Roza Pereira
Carvalho	Half-backs.	W. A. Stopani
E. Herbst	Forwards.	W. Armstrong
A. E. Alves		A. A. Alves
J. Grant Smith		J. Millar

During the first half the Reds scored two goals to one, and they maintained the advantage throughout, the score at the conclusion of the game being Reds five goals, Whites three. For the Reds A. A. Alves got three of the goals and Armstrong two, A. E. Alves and Smith getting them for the Whites. Mr. J. Hance was time-keeper, Mr. B. Lammert referee, and Messrs. E. J. Mengens and Mollison goal scorers.

THE HONGKONG AND WHAMPOA DOCK CO., LIMITED.

The following is the report of the Board of Directors of the Hongkong and Whampoa Dock Co., Limited, to the ordinary half-yearly meeting of shareholders, to be held at the offices of the Company, No. 14, Praya, Hongkong, on Monday, 22nd August, at Noon:—

To the shareholders of the Hongkong and Whampoa Dock Company, Limited.

Gentlemen,—The directors have now to submit to you their report, with a statement of accounts for the half-year ended 30th June last. The total receipts for the six months are \$1,572,244.47, and the net profit, after paying interest due and all charges, amounts to \$498,123.73 to which has to be added the balance brought forward from last account 107,284.73

\$605,408.46 and from this have to be deducted—
Directors' fees \$7,000.00
Auditors' fees 500.00
7,500.00

leaving available for appropriation \$597,908.46

The directors recommend that a dividend for the half year of 8 per cent. or \$125,000, and a bonus of 8 per cent. or \$125,000, aggregating \$250,000, be paid to the shareholders, a bonus of \$20,000 to contributing shareholders, that \$102,363.99 be written from the value of Kowloon Docks, \$22,539.97 from Cosmopolitan Docks and \$5,000 from the steam launches, that \$100,000, be passed to reserve fund, and the balance \$98,004.50 be carried to the new account.

The result of the six months' net earnings are the second best on record and will be considered by shareholders as eminently satisfactory; no doubt the new and modern type of machinery that has been introduced, together with the increased facilities and improvements made in our establishments for the rapid handling of work, have contributed largely towards the greater percentage of profit.

Docking and general repairs have been very quiet for the past two months, but we have a large number of orders on hand for new vessels (21 in all) and as the prices obtained are higher than formerly, we look forward to making a fair profit on the contracts.

The reconstruction of our workshops and godowns at the Kowloon and Cosmopolitan Docks are now being pushed forward as fast as circumstances will permit.

J. H. LEWIS, Chairman.

Hongkong, 8th August, 1898.

CAPITAL ACCOUNT, JANUARY TO JUNE, 1898.

30th June, 1898.	ASSETS.	\$	c.
Aberdeen.			
To value of Aberdeen Docks, as per last statement		100,000.00	
Kowloon.			
To value of Kowloon Docks, as per last statement		1,220,838.26	
Less amount since written off		35,838.26	
		1,185,000.00	

To amount paid on account for removal of hill on the new extension to Kowloon marine lot No. 27, and filling in fore-shore of extension to Hung-hom marine lot No. 1	10,678.11
To amount paid for widening No. 3 dock	4,622.88
To amount paid for building new coal godown	3,247.00
To amount paid for making new pier head, No. 1 dock	3,100.00
To amount paid on account of new joiners' shop	6,866.00
To amount paid on account of boiler shop and ship-building yard improvements	6,965.00
To cost of new machines	2,385.00
	1,222,865.99

Cosmopolitan.	
To value of Cosmopolitan Dock, as per last statement	281,163.41
Less amount since written off	6,163.41
	275,000.00

To amount paid on account of new work-shops	7,584.47
To amount paid on account of new godowns	6,762.50
To amount paid on account of cutting new road and building retaining wall	1,000.00
To amount paid for completing new slip and building new carriage	1,544.00
To amount paid for extending wharf, erecting shear legs, and building a new wharf	5,649.00
	297,539.97

Tug, launches, and lighter.	
To value of Fame as per last account	15,000.00
To value of 15 steam launches, steam lighter and boats, as per last account	50,000.00
To Humphreys' estate and finance company 6 per cent. mortgage debentures	100,000.00
To Hongkong and Shanghai Bank, cash on current account	184,930.34
To sundry debtors	158,083.61
To cost of material on hand	3,072,801.52
	\$3,200,719.43

30th June, 1898.	LIABILITIES.	\$	c.
By shareholders for 12,500 shares of \$125 each fully paid up		1,562,500.00	
By reserve fund		700,000.00	
By Admiralty loan		£20,000.0.0	
Less repayments		8,468.73	
		£11,531.12.9 a 1/11 3-16ths	
By sundry creditors		119,557.11	
By balance of profit brought forward from last account		218,452.84	
By profit		\$107,284.73	
		498,123.73	
		605,408.46	
		\$3,200,719.43	

30th June, 1898.	REVENUE ACCOUNT.	\$	c.
To cost of labour, material, and working expenses of the Company's three establishments		1,088,644.61	
To interest		1,169.92	
To Crown rent		2,718.55	
To fire insurance		1,877.11	
To Admiralty loan exchange adjustment account		3,041.98	
To office expenses, salaries, stationery and rent of head office		31,907.73	
To drawing office expenses and salaries		8,797.90	
To telegrams		823.24	
To legal expenses		150.00	
To profit		498,123.73	
		\$1,572,244.47	

1st January to 30th June, 1898.		\$	c.
By gross earnings of the Company's three establishments		1,567,930.01	
By towage net earnings		3,633.54	
By transfer fees		135.00	
By bonus on premia, &c.		547.92	
		\$1,572,244.47	

THE HONGKONG HOTEL CO., LIMITED.

The following is the report of the directors to be presented at the ordinary meeting of shareholders, to be held at the Company's Hotel, at noon on Thursday, 18th August:

Gentlemen,—In accordance with section 53 of the articles of association, the directors have now the pleasure to submit to the shareholders their half-yearly report for the six months ending 30th June, 1898.

ACCOUNTS.

The profit on working account for the half-year amounted to \$71,057.10, as compared with \$48,644.39 for the corresponding six months of 1897, being an increase of \$22,412.71, or of \$35,567.58 over the net profits on the working account for the same period of 1896.

Including a balance of \$3,259.67 brought forward from 31st December, 1897, the profit and loss account shows a credit balance of \$58,563.94, as compared with \$31,791.70 at credit of the account on the 30th June, 1897, and \$22,024.45 at credit on 30th June, 1896.

The directors propose, with your sanction, to deal with the balance of \$58,563.94 as follows:—

To set aside against repairs and renewals	\$ 6,000.00
To pay a dividend of 4 per cent for the half-year, absorbing	17,758.00
To write off from value of furniture and fixtures	10,000.00
To carry forward to new account	24,805.94
	\$58,563.94

BUSINESS.

The business of the hotel during the period under review has been satisfactory, and in all its departments there has been an increased profit on former years, the war in the Philippines, which caused an influx of visitors from Manila, having partly contributed to this improvement.

DIRECTORS.

Messrs. E. Osborne and R. C. Wilcox retire by rotation, but offer themselves for re-election.

AUDIT.

The accounts have been audited by Messrs. W. H. Fotts and W. H. Gaskell, whose re-election is recommended.

EDWARD OSBORNE,
Chairman.

Hongkong, 12th August, 1898.

BALANCE SHEET, 30TH JUNE, 1898.

LIABILITIES		\$	c.
Capital—			
5,879 shares at \$50 each (fully paid up) ..	443,950.00		
Mortgage to Hong Kong Land Investment and Agency Co., Limited	500,000.00		
Accounts payable	21,228.98		
Unclaimed dividends	1,128.00		
Profit and loss account	58,563.94		
	\$1,024,870.90		

ASSETS.

		\$	c.
Value of land and buildings as per last report—			
Marine lot No. 5, & remaining portion of marine lot No. 3 ..	\$412,523.04		
Remaining portion of marine lot No. 7	408,157.26		
Praya Reclamation, as per last report	20,783.04		
	841,463.34		
Value of furniture and fixtures as per last report	\$107,392.46		
Less written off, as recommended in last report	10,000.00		
	\$ 97,392.46		
Since added	1,761.13		
	99,153.59		
Stock of wines, &c., provisions and household sundries	17,921.96		
Value of steam launch, as per last report	\$2,500.00		
Less written off, as recommended in last report	500.00		
	2,000.00		
Shares in public companies	7,033.81		
Licences attaching to six months ending 31st December, 1898	255.00		
Insurance attaching to six months ending 31st December, 1898	1,98.95		
Accounts receivable	12,525.93		
Stationery in stock	1,178.44		
Hongkong & Shanghai Banking Corporation ..	40,816.85		
Hongkong & Shanghai Banking Corporation ..	1,140.60		
On 2nd account	322.43		
Cash in hand	\$1,024,870.90		

PROFIT AND LOSS ACCOUNT, FOR THE SIX MONTHS ENDING 30TH JUNE, 1898.

Dr.		\$	c.
To directors' and auditors' fees	1,650.00		
To bad debts and refunds attaching to 1897—1898	207.25		
To rates and taxes	2,840.50		
To interest account	15,000.00		
To fire insurance	1,098.95		
To Crown rent	865.90		
To repairs and renewals account	5,473.03		
To balance, which the directors propose to deal with as follows:—			
To set aside against repairs and renewals	\$ 6,000.00		
To write off furniture & fixtures	10,000.00		
To dividend of 4 per cent	17,758.00		
To carry forward to new account	24,805.94		
	58,563.94		
	\$85,200.27		
Cr.		\$	c.
By balance from 31st Dec., 1897 ..	\$27,078.17		
Less dividend of 3 per cent	\$13,318.50		
Less written off furniture and fixtures ..	10,000.00		
Less written off hotel launch	500.00		
	23,818.50		
By rents of shops and offices	3,259.67		
By dividends on shares	10,577.00		
By profit on hotel working account for six months ending 30th June, 1898	306.50		
	71,057.10		
	\$85,200.27		

REPAIRS AND RENEWALS ACCOUNT.

Dr.		\$	c.
To payments on account of repairs and renewals during the half year ended 30th June, 1898 ..	\$8,050.22		
Cr.		\$	c.
By balance forward from 31st December, 1897 ..	\$2,429.66		
By refunds	147.53		
By transfer to profit and loss account	5,473.03		
	\$8,050.22		

TEBRAU PLANTING COMPANY, LIMITED.

The second general meeting of shareholders in the above company was held at the company's offices, 38 and 40, Queen's Road Central, on Saturday, 6th Aug., at noon for the purpose of receiving the report of the general managers, together with a statement of accounts for the period ending the 30th April, 1898. The chair was occupied by Mr. Hart Buck, and there were also present: Messrs. H. Humphreys, G. Murray Bain, E. S. Kelly, J. A. Jupp, W. E. Clements and W. D. Sutton.

Mr. JUPP read the notice convening the meeting.

The CHAIRMAN said—Gentlemen, I will with your permission adopt the usual course and take the report and statement of accounts as read. The period under review has, as you are aware, been the first year of the Company's working and although all work in connection with our plantations has been going on satisfactorily we regret that owing to the fall in the market price of gambier and in a smaller degree to our having to write off the expenses connected with the flotation of the Company, which will not recur, we are not in a position to pay a dividend. Our manager informs us that the fall in the price of gambier made a difference to us of nearly \$2,000—and as the cost of production remains the same this all came off our profits. The reason Mr. Larken gives for the fall in price is over production, last year's export from Singapore being the largest on record. In 1887 the export for the year was 580,060 piculs and in 1897 it had risen to 759,620 piculs; the export for the first three months of 1897 was 180,994 piculs, but for the first three months of this year it had dropped to 157,608 piculs, while the consumption in Europe and America appears to have remained about the same. Mr. Larken considers that it has now touched bottom and that we may expect to realize better prices this year. As mentioned in the report we have acquired two plantations during the year on his advice for \$3,261 and he writes us that these will show a handsome profit on the working even at the present low rates. With regard to our coffee plantation Mr. Larken reports that 250 out of the 300 acres we intend planting have been

cleared and that 100 acres are now planted with first class seed; the work has proceeded without any serious sickness amongst the coolies employed, an outbreak of which is often a source of much difficulty in the opening up of new land in this part of the world, and Mr. Larken is well satisfied with the progress made. Beyond the cultivation of gambier and coffee we are planting a portion of our ground with Para rubber trees and as the soil is suitable it is the opinion of Mr. Larken that there is a great future in store for this branch of cultivation. Generally speaking, our plantation is going on in a satisfactory manner although we must have a little patience before reaping the results of our coffee growing. I think as we have a manager who thoroughly understands his business there is no reason to doubt the success of our undertaking. Before moving the adoption of the report and statement of accounts I shall be pleased to answer any questions shareholders may wish to put.

No questions were asked, and the CHAIRMAN proposed the adoption of the report and statement of accounts.

Mr. MURRAY BAIN—Gentlemen, I beg to second the adoption of the report and statement of accounts as presented, and to add that I fully concur in the remarks of the Chairman about the ability of our manager, Mr. Larken, to make the best even under all difficulties.

The CHAIRMAN—That concludes the business of the meeting, gentlemen. Thank you for your attendance.

SHANGHAI FEATHER CLEANING COMPANY.

The second ordinary meeting of the above was held at the offices of the General Agents (Messrs. Arnhold, Karberg, & Co.) on the 2nd August. Present: Messrs. G. Galles (Chairman), John Nötting, E. Karbe, H. Heyn (Directors), Ph. Arnhold, General Agent; H. Schroeter, Sub-Agent; Messrs. Pingkee, Woo Sawching, Shearer, and Pau Chingpoo, representing in all 171 shares. Dr. Belz from the Imperial German Consulate was present as *richter*.

The CHAIRMAN said—Gentlemen, the report and accounts have been in your hands for some time and with your permission we will take them as read. The factory, as you are aware, has only been working for about six months, and our friends at home are unanimous in their reports about the quality of our produce, which gives entire satisfaction. Unfortunately we have come to the market at a very bad season, whilst prices of the raw material were very high when we had to lay in our stock, values have been continually declining at home and the few sales which we have so far been able to effect are not satisfactory in their results. We have had, moreover, to overcome a certain prejudice with buyers at home, which is not to be wondered at with a new undertaking of this kind. We trust, however, that when the produce comes to be better known with consumers, and when the proper season comes round again in autumn and winter, the results will be more satisfactory. In the meantime our Agents have instructions to go on selling slowly without forcing sales in any direction, in order to make our produce well known. Prices for the raw material are declining, and it is to be hoped that later on we shall be able to operate at figures which will leave satisfactory results. We have been exceedingly unfortunate in losing our technical manager, Mr. A. Edeler, whose experience and knowledge will be most difficult to replace. As mentioned in the report, steps have been taken to engage another man, but so far we have received no advice of this having been done. The second man in charge at the works also died and we shall have to replace him. In the meantime some provisional arrangements have been made to continue the work at the factory. This, gentlemen, is about all I have to say, and I have only to mention that the factory, building, machinery, and engines, as well as the houses for the manager and engineers, have been built and erected to our entire satisfaction and we shall be most pleased to let any of our shareholders inspect them. Before proposing the adoption of the report and accounts I shall be glad to answer any question the shareholders might wish to put.

There were no questions so the report and accounts were adopted without discussion.

Mr. ARNHOLD moved, Mr. SCHROETER seconded, and it was carried, that the retiring directors be re-elected.

Mr. HEYN moved, Mr. NÖLTING seconded, and it was carried, that Mr. Carl Mittell be re-elected auditor.

This was all the business.—*Mercury*.

The following is the report presented to the meeting:—

The General Manager, in submitting a statement of receipts and expenditure to the 30th June, 1898, has only to add that the factory started at the beginning of the present year. The Company has to lament the death on 20th June of the technical director, Mr. Aug. Edeler, whose services were very valuable to the Company. In addition to the loss experienced by the demise of Mr. Edeler, the Company has also been unfortunate in losing the first assistant engineer, Mr. W. Boese, whose death occurred suddenly on the 1st July, 1898. Steps have been taken to engage a new technical director at home, and in the meantime the work at the factory is carried on by qualified persons employed temporarily, together with the remainder of the old staff.

BOARD OF DIRECTORS.

All the members retire in accordance with Article 13 of the Rules of Association but, being eligible, offer themselves for re-election.

On account of the short period of working of the factory, no Directors' fees have been appropriated, and these will have to be taken into consideration at the end of the next working year.

AUDITOR.

The accounts have been audited by Mr. Carl Mittell, who offers himself for re-election.

PHILIPP ARNHOLD,
General Manager.

Shanghai, 30th June, 1898.

ASSETS.		Tls. etc.
Buildings		60,662.72
Machinery		62,429.53
Launch		1,650.00
Factory stores		740.85
Furniture		770.80
Unexpired fire insurance premium		1,534.29
Coal		255.00
Feathers in stock and process		98,778.40
Charges		11,614.92
Interest		420.64
		\$236,856.95
LIABILITIES.		Tls. etc.
Capital		150,000.00
Overdraft at bankers		39,266.7
Sundry creditors		31,584.21
Accounts payable		16,006.67
		\$236,856.95

CORRESPONDENCE

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

A NEUTRAL ZONE BEYOND THE HONGKONG FRONTIER.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—It would be interesting to know if, when the official secrecy regarding the extension of the frontiers of the colony has at last been dispelled, provision has been made for a neutral zone beyond the new frontiers of the colony. If such provision has not been made it should be done now, the time being favourable.

The neutral zone should include all the country between the Bogue Forts and the new extension and should be carried along the East Coast beyond Bias Bay.

If the terms of the agreement are properly drawn up such an arrangement would be to the mutual advantage of the Chinese Government, the Government of Hongkong, and the Chinese inhabitants of the neutral area. The agreement should stipulate that neither the British nor Chinese Governments were to erect fortifications or maintain troops in the neutral district and that any disturbance occurring in that district which called for the employment of troops should be put down co-operatively by the two Governments. Further, the civil administration of the district should be under the control of the co-operating parties.

Such an arrangement would have the following advantages to all concerned, viz:—

1st—The Chinese Government and the colony of Hongkong would be relieved from the danger of the territory in question being made the base of revolutionary movements against the present Manchu Dynasty with accompanying paralysis to trade.

2nd—It would not be possible for bad characters to commit crimes on British or Chinese territory and then simply cross the border to escape arrest.

3rd—The area in question could not be made use of for the erection of gambling dens, which foster so much crime of all sorts, from thieving so smuggling.

4th—The residents in the neutral area would be assured of safety from disorder, and from squeezing by rapacious officials.

5th—The Chinese officials administering the district would be serving in a good school for learning to carry out their duties uprightly and honestly, and should on their transfer, in due course, to other parts of the empire carry with them the habits of honest government which they had acquired during their term of service in the neutral zone.

The above are a few of the principal advantages to be mutually derived from such an arrangement, but there are many other minor ones which any thoughtful person may perceive.

WIDEAWAKE.

Hongkong, 6th August, 1898.

H. & W. DOCK CO.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Shareholders will be glad to see that there has been a great improvement in the earnings of the above named Company during the past half year (although they are still far short of what they were two years ago) because ever since the Directors' fees were doubled there has been a very heavy falling off in the profits, as the following table will show.

	Gross Earnings	Net Profit	On Gross Earnings	On Capital & Reserve
1896—1	1,480,075	569,073	38 %	32 1/2 %
1896—2	1,597,778	443,891	28 %	22 1/2 %
1897—1	1,255,248	325,346	26 %	15 %
1897—2	1,190,574	268,435	22 1/2 %	11 1/2 %
1898—1	1,572,244	498,124	31 1/2 %	22 %

The \$14,000 per annum paid to Directors are reckoned as profits.—Yours faithfully,

W.

Hongkong, 10th August 1898.

THE KOWLOON CUSTOMS REPORT.

Mr. H. M. Hillier, Commissioner of Customs, in his report on the trade of Kowloon for last year, says:—

The net total value of the year's trade reveals a decline of about a seventh, or Hk. Tls. 7,000,000. This important deficit is more than accounted for by the decrease in the importation of rice from abroad, which fell from Hk. Tls. 12,200,000 in 1896 to Hk. Tls. 3,700,000 in 1897, owing mainly to the magnificent autumn crops harvested in the Kwangtung province, partly to short crops in Annam and Tonkin (whence this part of China usually supplements its grain supplies), and to scarcity in India. The deficit is therefore an indication of local prosperity. The export of rice to Hongkong for shipment abroad also far exceeded any previous record and overpassed the limit of 500,000 piculs authorised by the provincial authorities for export to the colonies of Hongkong and Macao. The further export of rice was therefore prohibited in the month of August, and the prohibition continued in force to the end of the year. It may be explained that the natives of this province esteem above all other kinds the rice grown in Kwangtung, which is therefore greatly in demand, not only among the wealthier Chinese in Hongkong, but for the emigrants to the United States, who are mostly from this part of China. The high price obtained for this rice has led to a great deal of smuggling in despite of the prohibition. There has also been a large demand for rice in Japan, which has kept up Hongkong prices. The opening of the West River to Foreign trade and the strict enforcement of the transit pass system for both imports and exports have formed two potent forces in the current of

the year's trade. While they have doubtless been of great value to merchants and have extended the openings for commerce, they have tended to draw it into new channels, to the disadvantage of the junk trade with which alone this office has dealings, and consequently to the detriment of the revenue collected for the provincial authorities, who have suffered no inconsiderable embarrassment from this curtailment of supplies. This has been notably the case in respect of the trade in kerosene oil and cotton yarn, both of which have been diverted to Foreign bottoms, in spite of the endeavour, by readjustment of Native taxation, to favour their shipment in Native vessels. Kerosene oil is now mostly shipped by small sailing craft or lighters under Foreign flag, which are towed to their destinations by steam-tugs.

CANTON AND THE WEST RIVER AND TRANSIT PASS TRADE.

We make the following extracts from the report of Mr. E. B. Drew, Commissioner of Customs at Canton, for the year 1887:—

LOCAL.

The year 1897 has been conspicuous as the period in which the West River was opened to Foreign trade. The event took place in June. The two places of call nearest to Canton—Kongmoon and Kumohuk—command rich districts, whose large and prosperous populations have hitherto looked to Canton as their metropolis. The same remark is almost equally true even of Wuchow. These ports now find themselves in more convenient touch with Hongkong than before, by means of frequent, though small, steamers; but it is still early to forecast the effect on Canton's trade. Both the rice crops in this province were small, and towards the close of the year this scarcity began to cause uneasiness,—the more so because the Annam crops were all going to Japan, while the Yangtze rice was itself too scarce to supply Kwangtung. The trade in silk and its manufactures, the most important of Canton's foreign exports, representing a value of at least 17,000,000 taels, seems to have been entirely satisfactory; as regards raw silk, at any rate, this was certainly the case. The quality of the product was fairly well maintained, and sales for abroad, which had been meagre in 1896, assumed more than normal proportions. The tendency of prices of exports has been upward; taking the year through and speaking generally they have ranged from 5 to 7 1/2 per cent. higher than in previous years under similar conditions of the local and home markets. This is due partly to the increase in wages demanded by the increased cost of Chinese articles of daily life, and partly to increased taxation, which latter may also be due to a rise in the cost of living.

REVENUE.

The year's collection is the largest since 1892, showing increase under all heads excepting tonnage dues. Looking back over the decennium 1888-97, we find that the collection for 1897 would be far the highest on record but for the decline in opium revenue. Import duties, excluding opium, have reached a higher point than any hitherto attained; while the export, coast trade, and transit duties show a great gain over all recent years. This is chiefly due to the import of cotton goods, matches, and kerosene oil; to the renewal (after an interval of five years) of the use of treaty transit passes, and to the "boom" in silk.

FOREIGN TRADE.

Imports.—The comparative table of imports (Special Tables, No. 5) shows an increased importation of several of the chief articles of foreign trade, conspicuously white and grey flirtings, T-cloths, Indian yarn, matches, kerosene oil. The key to this gain lies chiefly in the reassertion of the treaty transit pass right. The enforcement of this right, with the effect it has wrought, must be pronounced the one distinctive and potent feature of the year's trade. And it is not alone that this revival of the transit privilege has promoted the import of a certain few articles which have literally availed of it—notably those just named,—but it has also operated unseen, so to speak, in compelling the reduction of duty charged on junk-borne imports, not included in our statistics, lest certain articles hitherto availing of the junk as their carrier might desert it

and patronise the steamer for the sake of gaining the privilege of the pass. Furthermore, this transit revival has compelled the reduction of the provincial likin rates, lest otherwise all sorts of articles should seek pass protection, and likin revenue thereby gradually disappear altogether, so far as derivable from Foreign goods. The Treaty Transit Pass acts, as it were, to prevent the provincial authorities from building up the containing sides of the revenue reservoir above the height which its own unchangeable gauge has fixed. The importation of white shirtings is 26 per cent. above that of 1896, and of grey shirtings and T-cloths it is 28 and 38 per cent. respectively. The Chinese dealers at Canton have not been satisfied with their year's trade. The low exchange of July, August, and October was against them, and diverted their country buyers to Hongkong in search of lower prices. The opening of the West River has put the Wuchow, Kumchuk, and Kongmoon buyers in more direct touch with Hongkong than before, and the Transit privilege has enabled interior and distant buyers to get their purchases laid down on the spot through Foreigners cheaper than if bought in Canton of the piece goods hong. The actual quantity of piece goods which took out transit passes cannot be called large, and yet in the case of white shirtings it amounted to 11 per cent. of the entire import, and, similarly, to 18 per cent. and 38 per cent. of the import of grey shirtings and T-cloths. The great dealers—the Piece Goods Guild—of Canton are not favourable to the use of Transit Passes. They themselves undertake to pay the *tsu-li* tax on all piece goods, and to collect certain other kindred taxes for a commission; and if country buyers can get out the passes (through Foreigners, for Chinese do not yet apply for them direct), these buyers will give the piece goods hong and their wares, as well as the *tsu-li* tax, the go-by altogether. I stated above that the revival of the transit pass privilege has compelled the reduction of provincial likin rates. In no case is this better exemplified than in that of cotton yarn. With the opening of the West River the yarn trade was leaving the junk for the steamer to an extent startling both to the Superintendent of the native customs (the Hoppo) and to the likin board. The Hoppo reduced his tariff by 45 per cent. and the likin board devised a transit pass of its own, to be issued on payment of a single sum representing the aggregate of the three or four likins of diverse kinds hitherto leviable. This arrangement was accompanied by facilities in the details of issue and treatment and the pass itself is guaranteed to frank yarn throughout the province, and to protect it from and all delay at likin barriers, on pain of summary punishment for the offending likin officer. The importation of kerosene oil is 32 times as great as in the preceding year. This speaks volumes for the value of the treaty transit pass—under which 95 per cent. went inland, some to places 600 miles distant.

Exports.—Of raw and thrown silk the total export of over 30,000 piculs is far the highest for the past 19 years, and its value—11½ millions—represents one-half that of the entire native export trade. The market was dull from January till May, when dealers began to offer new silk; exchange had fallen from 2s. 2d. to 2s. 0½d. (six months' sight). Early in June there was good inquiry from Lyons, but at rates which the Chinese were reluctant to accept. From the beginning of July until the middle of August, with exchange falling, a good business was done both for Lyons and New York. Prices then began to advance somewhat in face of the improved feeling in Lyons and New York, while exchange continued at its lowest till early in September; but at the end of that month an advance of 1½d. in exchange (equal to about 6 per cent.) and about 2 per cent. in the dollar value of silk was recorded. In October exchange fell again, but the Chinese dealers took advantage of it to raise their prices. Towards the end of October, owing to the tightness of money, to the rumours of a conference to rehabilitate silver, and to the alleged promise of the Bank of England to hold part of its reserve in silver, exchange again advanced about 4 per cent.; but, in spite of this fact, dollar rates for silk rose somewhat, owing to the report that the quantity available to the end of the season would run short. The total advance in prices reached

about \$120—say, 15 per cent. on the lowest prices,—but this was in part counterbalanced by a decline in exchange of 5 per cent. on an average. The markets of Shanghai and Yokohama were very firm and often active and advancing with the effect of keeping up prices at Canton, in spite of the quantity of silk being more abundant than during any previous year. The total shipments of matting from Hongkong were about 450,000 rolls, of which—as our tables show—Canton supplied 287,000 by river steamers, the rest being sent from here by junk. The new tariff against this article went into effect in the United States in July. During the first four months of the year shipments were hurried off, almost regardless of quality, to enter duty free; and prices—fully 25 per cent. higher than in the subsequent August—reached an extreme point known for the previous 15 years. For the 10 years prior to 1893 prices of cassia fluctuated little, averaging \$5.50 per picul for cassia lignea in boxes. During this period the Kwangsi producers supplied about the same amount—70,000 to 80,000 piculs—annually, and with little change in quality. The unprecedented frost of 1893 killed half the trees, and production was greatly reduced while prices advanced—reaching \$19 at the end of 1897. This rise was accompanied by great deterioration in quality, although by the year 1897 the quantity produced had attained to the old normal level. Complaints of poor quality from the home markets became so serious that the Foreign merchants in Canton, supported by the Chinese dealers, were forced to establish a system of standard samples, thereby securing a quality of cassia acceptable to home buyers.

INLAND TRANSIT.

Inwards.—The expectation to which my predecessor looked forward in his report for 1896 has been realised, and the extended use of Treaty transit passes has already commented on. There have been issued 6,800 Passes, covering imports worth some 1,500,000 taels. Kerosene oil represents 800,000 taels; yarn, 375,000 taels; cottons and thread, 150,000 taels; and matches, 140,000 taels. The other goods which have availed of passes are metals, cotton, glassware, and an infinity of minor articles. The places to which these goods are sent are not alone those in the Kwangtung delta, nor even along the chief waterways of this province—the West and North Rivers with their remotest tributaries,—but the adjacent province of Kwangsi has taken a scarcely less amount of the imports distributed from Canton than Kwangtung itself; and a few hundred piculs of yarn appear to have been sent even into Kweichow, Yunnan, and Kiangsi.

Outwards.—A few passes have been taken out to bring down produce from the interior under the Chiukiang rules modified; hides, aniseed oil, sugar, paper, hemp, etc., have arrived and been shipped abroad. No Chinese thus far have taken out in their own names either inwards or outwards passes.

SHIPPING.

There has been a great increase in the tonnage of "sailing vessels," i.e., kerosene-laden lorchas or junks under Foreign flags towed from Hongkong by launches and returning in ballast; of these there were 530 entries and clearances, against 18 in the year before. On the opening of the West River regular steamer communication between its new ports and calling stages and Canton has been maintained by the *Lungshan* and *Lungkiang*. British steamers of 150 tons each belonging to the Hongkong Steamboat Company, and by two other smaller steamers under Chinese management. So far the trade has consisted chiefly of a passenger traffic, and the steamers in use are found not to be well adapted to it. They are, in addition, hampered by the Treaty restriction which confines foreign craft to a rather round about route as compared with that permitted to their long-established and more comfortable Chinese rivals.

PASSENGER TRAFFIC.

The only remark worth making under this head is this, that about 5,000 Chinese passengers have travelled by Foreign craft from Canton to the West River ports, while about 4,700 have arrived here from those places. These figures represent but a very small part of the entire passenger movement between Canton and

the towns and hamlets along the West River. An immense traffic, which is chiefly served by "stern-wheelers" propelled by coolies working treadles, or by large passenger barges towed by launches, exists; all run on time schedules, and constitute the "suburban trains" radiating from this busy metropolis. At the same time these Native lines resemble our street tramway service in their readiness to stop and pick up the occasional passenger anywhere along their routes—an act which the Foreign steamer, no matter how small and handy, has no permission to do.

THE WUCHOW CUSTOMS REPORT.

The following is the report of Mr. James Acheson, Acting Commissioner of Customs at Wuchow, for 1897:—

LOCAL.

Wuchow-fu was opened to foreign trade on the 4th June, 1897, in accordance with the Special Article of the Burmese Frontier Convention. It is situated on the left or north bank of the West River, at a distance of about 220 miles, by the present authorised routes, from Hongkong or Canton. The West River is a noble stream, rising in the mountains of Yunnan and entering the sea near Macao, after a course of about 1,000 miles. Its beauties have often been described, and there is no need for me to dwell upon them here. Suffice it to say that the river, in its tortuous windings through mountain defiles, chief among which is the famous Shihing Gorge, and its subsequent passage through hill-studded plains to the sea, affords a variety of scenery in few instances surpassed, and pronounced by many to be superior to that of the Hudson or the Rhine. My principal concern with it at present is, however, as a waterway for commerce, and in this respect it cannot be considered wanting. During the summer months it is navigable for vessels of almost any draught as far as this place, and even when the water is at its lowest vessels drawing 6 feet can come up without difficulty. The water level is affected to a very great extent by the rainfall, so much so that the difference here between high and low water marks in an ordinary year is over 60 feet. After the spring rains the freshets begin to come down and the water rises gradually, attaining its highest level in June or July. With autumn it begins to fall, and by January or February has reached its lowest point.

With regard to the West River above Wuchow, it remains to be proved if it is navigable for steamers. It abounds in rapids, the first of which is encountered about 7 miles above the city. Should Nan-ning be made a Treaty port, it would seem that the best way of reaching that place would be by lighters, which would be hauled by men up the rapids and towed between them by steam-tugs.

Immediately above Wuchow the Fu-ho or Kuei-lin River enters the main stream and affords through communication by water with the capital of the province, and even with the Tungting Lake and the Yangtze by means of a canal which connects its upper waters with those of the Hsiang River, running north through Hunan. The Fu-ho also abounds in rapids, which are said to be more difficult than those of the West River; it is, in fact a mountain torrent. Its current is, as a rule, slow, but in the early summer, before the main river has risen high, its waters come down with a tremendous rush and a roar that reminds one of the sound of Niagara. Later on it becomes dammed up by the water of the main stream, and the strength of its floods does not reach its mouth.

The city of Wuchow is the chief town of the prefecture bearing that name and is also the seat of the District Magistrate of Ts'ang-wu. The scenery round about it is mountainous and picturesque. The highest peak in the vicinity is the Great Cloud Mountain, called on the charts "Wuchow Peak"; it is about 1,200 feet high. The city itself contains a population of perhaps 50,000. Its walls, which from the river appear to be climbing the hills in the background, are about a mile and a half in circumference. The streets do not differ from those of an ordinary southern town; the business quarter comprises the best. This consists of two or three streets which round the walls outside on the south and west. The principal of them

would compare favourably with a second-rate street in Canton; the others are inferior. Owing to the rise and fall of the river, already described, the city presents quite another aspect during the summer from what it does in the winter. In the former season the water is never much below the level of the banks, while sometimes it overflows them, half submerging the houses, so that one can look down upon them from the deck of a steamer; in winter they are all high and dry, with a foreshore of nearly 200 yards between them and the river's edge. When the floods are high most of the streets are under water, the inhabitants of them have to retire to their upper stories, and business is seriously interfered with. But although this must cause immense inconvenience and, one would think, considerable loss to the majority of the people, they yet regard it as an advantage, because the inundation cleanses away the impurities which have accumulated during the dry months, and business goes on all the more briskly from its temporary interruption.

Wuchow is about 1,300 years old, having been built in A.D. 592; but before it existed there was a still earlier town on the spot, the ancient city of Kuang-hsin which was situated a little lower down the river bank, about where Messrs. Jardine, Matheson, & Co. have their property now, and where the new Custom House is to be built. Thus from time immemorial this has been a place where men have congregated, and when its natural advantages are considered, the fact does not require accounting for. Situated at the junction of two navigable rivers, it is of necessity a place of transshipment, and for long ages past—in fact, ever since population began to spread over these parts and settle down to civilised life—it has been a place of commercial importance and a centre of business. I have not been able to find out much concerning its trade in former times; but it seems for centuries to have been, as it still is, a distributing centre for a very large area. During the Taiping Rebellion it suffered severely at the hands of the insurgents, but from inquiries I have made its trade just before the opening of the port was as good as it had ever been.

Wuchow is the place to which the merchants from nearly all the other cities of the province resort for the purpose of obtaining their supplies of Foreign goods, and it is also the great *entrepôt* for the rice and timber, which are exported in immense quantities to Kwangtung. I am informed that the quantity of rice which passes down river annually amounts to 12,000,000 piculs. The most of it comes down the main river in boats which go no further than Wuchow, and as its transshipment to the down-river junks does not take place direct, but by means of local cargo-boats, employment is given to an immense number of boats and boat people in the place. The peculiar shape of these cargo-boats makes them a striking feature of the harbour: their sides bulge out from below, then close in at the top, leaving the opening of the holds not more than half as wide as the beam; the bulkheads, too, instead of being perpendicular, are at an angle. The object of these peculiarities of construction is, to make it difficult for the Native Customs to estimate the quantity of cargo that a boat carries, and thus render evasion of duty easy. The timber comes down the river in rafts, and the revenue derived from it forms the principal item in the native Customs collection.

It is satisfactory to be able to state that since Wuchow became a Treaty port it has justified the most sanguine expectations entertained regarding it. Hardly a month after its opening had elapsed when foreign merchandise began to pour in, and the importation shows no sign of diminution. The reason for this is that when goods have passed the foreign Customs they are subjected to no more taxation either at the port or in the interior, where the transit pass is regarded, in the words of the Treaty, as exempting them "from all further inland charges whatsoever." As soon as the port opened the power of levying inland taxes on kerosene oil and matches was given by the Provincial Government to a syndicate of Cantonese merchants, who might either import these goods themselves or charge at the rate of 3 cents per case on the former and \$2 a case on the latter when they were imported by others. The constitution of the syndicate was much the same

as that of the Chi I T'ang which controls the kerosene oil and match trade in Kwangtung; but the Consuls objected to it and the Viceroy ordered it to suspend operations.

REVENUE.

A good trade means of course a good Customs revenue, and our returns show very satisfactory figures under this heading. During the seven months from June to December the collection was Hk. Tls. 79,041, or at a yearly rate of about Hk. Tls. 136,000. I expect that during the year 1898 this rate will be fully maintained.

FOREIGN TRADE.

Imports.—Cotton and woollen manufactures, raw cotton, and kerosene oil form our staple imports. Among the first mentioned, grey and white shirtings are large items. It will be noticed that dyed shirtings do not figure largely in our returns; the reason is because a considerable quantity of the white shirtings which come in are dyed locally, being subjected to a process of boiling and steeping which, it is said, increase their durability. The dyes used are principally indigo and the yam; the latter dyes the cloth a colour something like bronze, which is very much in favour with the coolie class. Cloth-dyeing is a considerable industry here, and the number of establishments where it is carried on is increasing. In point of value cotton yarn is our principal import, the quantity which was brought in during the period under review having been 27,141 piculs, worth Hk. Tls. 624,251. But the native article still finds much favour with the public. It is said that cloth spun from the former has only the advantage of smoothness in texture, while that made from the latter is thick and warm. A combination of the two is usually employed by native weavers. Woollens are imported in about the same proportion to cotton goods as at other ports. Lastings and long ells are most in favour; the latter are used greatly in making soldiers' uniforms. The finer descriptions of woollen cloth can only be afforded by the well-to-do; in the cold weather the poorer people have to be satisfied with the cheaper garments of shirtings wadded with raw cotton. A considerable quantity of this latter is imported from India through Hongkong; some of it is spun into yarn locally and some used for the purpose of making the garments just mentioned. Kerosene oil is imported in very large quantities, the figures for the seven months giving a rate of about 2,000,000 gallons a year; one reason for this has been the failure of the pea-nut crops in the province, and the consequent scarcity and dearth of pea-nut oil, which is used largely as an illuminant. It is quite likely, however, that the latter may be permanently replaced by the former.

Exports.—The value of our exports is comparatively small. Kwangsi does not produce the staple articles of Chinese trade to Foreign countries, tea or silk, in quantities much more than sufficient to supply the needs of its own people. On looking at table No. II of our annual returns one will most likely ask how are all the Imports paid for, amounting as they do in value to more than three times as much as the exports. It must be remembered, however, that there is a great deal of trade from the port which does not come under the Foreign Customs; all the rice and nearly all the timber that go down the river report to the Native Custom House, and these alone are sufficient to enable the province to pay for what it purchases from other places. Our principal exports are star aniseed, cow and buffalo hides, leather, cassia-leaf oil, wood oil, raw silk, sugar, and soft-wood planks. The aniseed comes from Nan-ning, Po-sè, and places up the main river; 1,143 piculs passed our office during 1897. Hides come chiefly from Nan-ning, where there is a large market for them, on account of the outlet furnished hitherto by Pakhoi. Now they are coming this way. I do not anticipate any great increase in their export, because the animals which yield them, being used solely for agriculture, are only killed when they are old and useless, and thus increase in production could only come from increase of population and spread of tillage, which will hardly take place in the near future. Wood oil is chiefly exported to Hongkong, where it is largely used in the varnishing of junks and woodwork generally. The raw silk exported from here is of a coarse kind; there is not likely to be much demand for it in the European market.

Re-exports.—Our re-export trade is almost nil and therefore calls for no remarks.

COAST TRADE.

Original Shipments Coastwise.—These amounted in value to Hk. Tls. 74,573, and consisted mostly of export of indigo to Samshui and hemp (Rhea) to Kongmoon. The indigo goes eventually to Fatshan and Canton. Kongmoon has manufactories of rope and grasscloth; hence the export of hemp to that place.

Re-shipments Coastwise.—Of small account.

Coastwise Arrivals.—Our imports from coast ports are inconsiderable; nearly all our foreign supplies come from Hongkong, and there is no great demand in Kwangsi for the products of other provinces. I have therefore no more remarks to make under this heading.

INLAND TRANSIT.

Inwards.—This is a very important heading in our returns, and its flourishing condition is entirely due to the strict observance of treaty stipulations by the provincial authorities, already commented upon. I have not much to say about transit inwards in this part of my report, because the remarks made regarding foreign imports apply to that portion of them which go inland, and it is a very large portion; in fact, the table of merchandise sent into the interior is almost a repetition of the import table, with smaller figures under the headings. Our import trade depends on our transit trade, and so long as freedom from inland taxation exists, both will grow and flourish.

Outwards.—The figures under this head also show a good business. When a foreigner gets his triplicate memorandum from the Customs he is able to purchase his produce in the interior without any trouble. The result has been that memoranda have been taken out freely, and the export trade through our office has increased accordingly. The remarks made regarding exports apply equally to the articles which make up the outward transit trade.

SHIPPING.

The entries and clearances for the seven months amounted to 826, representing 52,188 tons. The vessels that trade to Wuchow are at present of very small tonnage. We have both steamers and sailing vessels, but the largest of the former are little more than large steam-launches, and the latter are either native junks or small foreign schooners. Since the port opened Messrs. Jardine, Matheson, & Co., the Hongkong, Canton, and Macao Steamboat Company, and Messrs. Butterfield & Swire, acting in conjunction and with one agent here representing the three firms, have run a line of steamers, making trips three times a week, between Wuchow and Canton. Until almost the end of the year they also ran steamers to and from Hongkong direct; but these have latterly been taken off the line and are replaced by lighters towed to and from Samshui by the Canton boats, and between Samshui and Hongkong by special tugs. This system of towing lighters is very suitable for the West River trade, and bids fair to be that which will eventually be adopted. Should Nan-ning become a Treaty port, it will be very desirable to have craft which will navigate the river up to that place, and thus save trouble and cost of transshipment at Wuchow. By using lighters, too, quick despatch of steamers is combined with ample leisure for the loading and discharge of cargo. A steamer tows a lighter to Wuchow, for example, leaves it there, and departs at once with another which is ready loaded and waiting, and so on, making more frequent trips than would be possible if she carried the cargo herself. As to the passenger traffic, people prefer travelling on steamers. Those which run at present, however, are deficient in accommodation and are not at all roomy enough, especially in the hot weather. It may be said that they are experimental, however. The port has only been opened a short time, and it has not yet been decided exactly what kind of boats are best suited for the trade, and the idea which prevails that the river will be opened above Wuchow tends to retard final settlement of the matter. I am certain, however, that a couple of comfortable river steamers running to and from Canton, large enough to accommodate a couple of hundred Chinese passengers, would be well patronised by the native travelling public, and

would pay, for good facilities for travelling induce people to travel. It would be quite possible to build vessels of the ordinary type with draught shallow enough for the low water season.

PASSENGER TRAFFIC.

From the opening of the port until the end of December the number of Chinese passengers carried by the vessels which reported to the Foreign Customs was 22,814, or at an average of over 100 a day. Of these, 13,284 were passengers inwards, and 9,530 were outwards. It is difficult to find out what became of the surplus of passengers inwards, which amounted to nearly 4,000. The population of Wuchow has increased during the period, but not to this extent. I believe a good many returned down river in the sternwheel boats, which do not report to us, and also that many went to, and have remained at, places inland where the trade has been increased by the transit facilities. In time to come we shall see a very considerable passenger traffic on the West River. Comfortable boats are what is wanted: then travelling will be a pleasure that many will indulge in for the sake of itself.

TREASURE.

I regret that I am unable to say much under this head, as treasure is not shipped through our office; it is principally carried to and from the port by the Likin launches, which are coming and going all the time. Its import has been considerable, however. There is a great difference between the state of the money market in Wuchow now and when the port was opened. Then it was very difficult to get a cheque for \$100 or over cashed except in 10 or 20 cent pieces, which were the standard silver coins of the place, and, besides, the banks would hardly cash Hongkong cheques at all; now dollar pieces are plentiful, and the Customs bank will cash foreign cheques bearing the signature of anyone they know—another proof of how the city has benefited under the new state of things.

OPIUM.

Foreign.—Hardly any foreign opium is consumed in this province, the home-grown article being used by nearly all smokers, on account of its cheapness. It is scarcely worth while even to smuggle the foreign article, because even without duty it could not be sold as cheaply as the native, and nobody would buy it except a few who had acquired the taste for it.

Native.—Native opium comes here from Szechwan, Yunnan, and Kweichow, and I have been told that the quantity which annually arrives in the place amounts to as much as 6,000 piculs. Of course very little of this is retained for local consumption; most of it goes on down the river to Canton and other places. In so far as I know there is no opium produced in Kwangsi. All native drug entering the province pays duty at the rate of about Tls. 6 a picul, the collection being farmed out to a syndicate which pays the Government Tls. 36,000 annually for the privilege. Yunnan opium is considered the best here, and sells at the rate of about Tls. 350 a picul the other two varieties are about Tls. 50 a picul cheaper.

MISCELLANEOUS.

Since the opening of the port various signs of new life are apparent in the place; business has received an impetus and population has been increased by the influx of those attracted by new openings for enterprise. Prices of land, building materials, market produce, and labour have gone up all round, because there is more money in the place and more people willing to spend it. Direct communication with the outside world, too, has made the gentry and officials desirous of affording facility for the acquirement of Western knowledge, and in the summer a school was opened by the Prefect and the head of the Likin for the purpose of teaching Foreign arithmetic and English. Two Chinese teachers from Hongkong were engaged, and the number of pupils is now about 40. The instruction is given free except that each pupil has to contribute an entrance fee of \$5 for the purchase of books and stationery.

The trade of Wuchow may in the future be adversely affected by French railway extension from Tonkin. The line to Nan-ning will no doubt in time become an accomplished fact, and then competition will commence in earnest between the rival routes to that place. It is

not certain, however, that the rail will be cheaper than the river. At present a bale of cotton yarn, for example, can be sent to Nan-ning from Hongkong via Wuchow for about \$7, all duties included; and it remains to be seen if the route via Haiphong will be as cheap. I scarcely think so, considering that there will be between 200 and 300 miles of railway carriage to pay for. The transport will be more rapid, but the Chinese will not care much for this advantage except they can have that of cheapness also.

I send with this report a map, which will give an idea of port arrangements; it shows the various sections of the anchorage as well as the position of the city and the various places and objects of local importance. I also send a diagram, which exhibits the rise and fall of the river from June to December. Last year the water rose high, but not exceptionally so, the high-water mark having been about 7 feet below that of the year 1885; however, in this latter year the floods were, I believe, the highest on record for many years.

The number of Europeans at present living in Wuchow amounts to 24. No Foreign houses have been built as yet, but the hills which line the river banks afford splendid sites, and in a year or two we may expect to see the place adorned by a few edifices, which will make Wuchow one of the healthiest and pleasantest ports for residence in China.

The usual *résumé* of the value of the trade is appended:—

	Hk. Tls.
Net foreign imports, market value.....	1,392,415
Net native imports, market value	47,394
Net imports	1,439,809
Deduct duties and likin paid at Wuchow	47,949
Net imports, minus duty	1,391,860
Deduct 7 per cent. for importers' profit, etc	97,430
Imports, value at moment of landing	1,294,430
Original exports, market value	472,902
Add duty paid at Wuchow	12,123
Exports, plus duty	485,025
Add 8 per cent. on market value for exporters' profit, etc.....	37,832
Exports, value at moment of shipment	522,857

THE LU-HAN RAILWAY CONTRACT

Shanghai, 1st August.

The China Association have lost no time in dealing with the highly important disclosures made in the *China Gazette* of Wednesday and Thursday last, showing the real nature of the Belgian Syndicate's contract for the construction and working of the Lu-Han Railway. A special meeting of the Committee of the Association was held this morning, Mr. E. F. Alford presiding; when the terms of the contract, as published in the *China Gazette*, were earnestly discussed, with the result that a "strong" telegram was forwarded to the London branch of the Association, with the object of impressing upon the British Government that the Belgian Syndicate is only the Russian Government in disguise, and that British, and indeed all other interests but Russian, in Central China and the Yangtze Valley, will be most seriously imperilled if the contract is ratified and the railway built under Russian auspices. The extraordinary statement of the Hon. Cocksure Curzon in the House of Commons, that Sir Claude Macdonald had Chinese assurances that there was no Russian interest in the Lu-Han Railway project, can only be reconciled with the idea that Sir Claude had not the terms of the contract before him when he communicated these assurances to the Foreign Office. He is probably of a different opinion now since the *China Gazette* of the 26th and 27th ult. reached the Legation, which it probably did to-day. In any case it is satisfactory to learn that the British Government regards China's promises not to alienate the Yangtze Valley as "definite and binding." If the Government would only insist upon the defining of the boundaries of the Yangtze Valley it would be more to the

point. But at present both France and Russia are acting with complete contempt for all such assurances. What the British Premier will do when he finds that the Tsung-li Yamen was deliberately lying to the British Government over the Lu-Han contract remains to be seen. If anything will stir the swivel-tailed British lion out of his torpor it ought to be this daring attempt of Russia, by the aid of French money, to crowd him out of the Yangtze Valley, as this Russian controlled railway will assuredly have the effect of doing. From a commercial and political point of view this railway is calculated to damage British and other commercial interests in China to an infinitely greater extent than they have been damaged, or are likely to be damaged, by the Russian coup in Liaotung and North China. In any country but China Sheng would have been impeached for treason long ago. This is the crowning act of treachery in his whole career, for he knows very well the true inwardness of the Belgian contract better than any man. It is highly significant that Sheng Taotai's beautiful telegraph lines to Peking are again "interrupted" just at the time when communications with Peking might have an awkward effect for the project that he is so deeply interested to see succeed. It looks as if Sheng has deliberately cut Sir Claude Macdonald off from communication with his Government to carry his treacherous scheme through.—*China Gazette*.

THE LU-HAN RAILWAY.

It will be remembered, says the *China Daily Progress*, that on June 28th we published an Imperial edict dated June 26th ordering Sheng Taotai to push forward the construction of the Lu-Han Railway with all expedition, and also to report at once to the Emperor on the existing condition of the enterprise. Sheng has now obeyed the second of these two orders and presented his Imperial master with a report dated the 16th inst., of which the following are the leading articles:—

The document opens with a formal expression of submission to the Imperial will and a reproduction of the Edict in obedience to which the report is made. A very loose record of events in connection with the enterprise from the date of its inception in the 9th moon, 22nd year of Kwang-hsu (1896) when Sheng along with Wang Wen-shao, Viceroy of Chihli, and Chang Chih-tung, Viceroy of the Liang-hu, were ordered to take charge of the project, until the present time, is included. "Since that date," says Sheng, "there has not passed a single day in which I failed to devote my best energies to the work. I have had the country through which the line will pass surveyed by foreign and Chinese engineers. I have purchased land and material, and I have partially constructed the line." He then goes on to say that schools of railway engineering have been established at Tientsin and Hankow, and that arrangements have been made at various centres for the opening of factories for the production of railway material and gear. "The performance of all these duties," says Sheng, "ought to be sufficient to convince your Majesty that I have been neither dilatory nor negligent in obeying your august wishes."

He then proceeds to state that he expects the section of the line between Lu Chia-kao and Paoting-fu will be completed this year, and the Shanghai-Woosung line in a few months. The most difficult section of the main line is that from Hankow to Niehkao; the intervening country is to a great extent marsh land, extremely liable to floods in summer-time, and the work was often seriously retarded by the intrusion of the waters. At the beginning of the present warm season, however, steps were taken to construct embankments to prevent inundations, and it was hoped that these works would prove an efficient protection against the summer floods in future. Another matter which seriously hampered work on this section was the want of sufficient capital, and on this subject of want of funds Sheng waxes very eloquent and philosophic. "Many things in this world," he remarks, "are easier to plan than to execute, which reflection applies in an especially appropriate manner to railway projects. At first we arranged to procure the money for this Lu-Han line from the subjects

of your Majesty alone. We relied altogether on the Chinese, but unfortunately the people could not be persuaded to entrust me with their money. They said they would be willing to subscribe as soon as the line was working and showing profits, but not one cent would they give before, when the money was really wanted." Sheng adds that he experienced the same difficulty when he was establishing the Chinese telegraphic and steamship services, and instances also the fate of the national loan called "Faith Bonds," to prove the native reluctance to the parting with ready money for all enterprises of the nature of a national speculation. In spite of all the efforts of his Majesty himself, backed by the energetic support of the officials throughout the Empire, the people could not be brought to regard these "Faith Bonds" with favour, or contribute anything towards them.

Having been convinced of the futility of expecting the people to find the money for the Lu-Han railway, Sheng had next thought of procuring a sufficient loan from the Imperial Treasury, and only as a last resort had he been compelled to make use of foreign capital. The Imperial sanction was obtained for an advance of Tls. 10,000,000 from the funds of the Board of Revenue, of which sum Tls. 4,000,000 was actually lent by the Board. Further sums, amounting in all to Tls. 3,000,000 were obtained from the Nanyang and Peiyang Treasuries. All this money had been spent long ago. It was used up in the works on the Peking-Paoing-fu, Hankow-Nieh-kao and Shanghai-Woosung lines, and when it was all finished Sheng had no more, and scarcely knew where to turn to find any. Under these circumstances he had no other course open but to borrow from foreigners, which, with much reluctance, he had ultimately made up his mind to do.

As many evils had invariably attended China's efforts to procure money from foreign sources, Sheng says he determined to be unusually circumspect in the negotiations which he foresaw would be necessary. To this end he enlisted the assistance of Wang Wen-shao and Chang Chih-tung, and after much careful enquiry, a number of American capitalists were at length approached on the subject. These gentlemen, however, wanted too many rights and privileges for their money, and no business resulted from the negotiations with them. English capitalists were then tried, but they proved as bad as their American predecessors; but at length in the spring of last year, while Sheng was at Wuchang, consulting with Chang Chih-tung, he was introduced to a Belgian merchant named Mr. Mesi (?) by the Belgian Consul at Hankow, who offered to supply the necessary funds on more favourable terms than any of the other foreigners. The Belgian Syndicate which Mr. Mesi represented signified their willingness to yield many important points for which the Americans and English had stood out obstinately. Belgium appeared to Sheng and his colleague Chang Chih-tung to be an inconceivable country with trifling ambitions with regard to the Far East. But she was pretty well advanced in steel manufactures, and all these considerations at length decided Sheng and Chang Chih-tung to give the Belgian Syndicate the contract for the loan. The matter was settled accordingly and a report duly made to the Throne, and everything seemed to be progressing as favourably as could be wished, until the first moon of the present year. The first instalment of the loan should then have been paid to the Chinese, but when the time arrived, instead of the money being forthcoming, a representative of the Syndicate came to Shanghai and intimated that since the contract had been made the situation in China had been so materially altered by the German occupation of Kiaochow that the agreement could not be carried out. The representative also maintained that the conditions of another loan which China had just arranged, the Anglo-German loan, were much more favourable to the foreign capitalists who had secured it, than were those of the Belgian loan to the Belgian financiers, the Anglo-German loan being secured by the salt tax and the lekin, which had both been placed under the control of the Imperial Maritime Customs. Therefore, he said, the Belgian capitalists could not advance the money for the Lu-Han railway unless the conditions were revised. The representative then

submitted the draft of an amended contract, which, in the opinion of Sheng and Chang Chih-tung wanted too much from China. More negotiations followed, and were protracted for a long time, until finally, on the 25th of last month the Belgian Syndicate's conditions were accepted and the new contract was finally signed and ratified. "The contract was the very best I could obtain," says Sheng Taotai, "and before I finally agreed to conclude it, I consulted the Tsungli-yamen and the Viceroy of Liang-hu and Chibbi, who all agreed with me that I could not do better than accept the conditions of the foreigners. All these proceedings were duly reported to your Majesty in a joint memorial by the Tsungli-yamen, the Viceroy of the Liang-hu and Chibbi, and myself."

Sheng then proceeds to relate how the Belgian Engineer-in-Chief visited Hankow to inspect the work in progress, and determined to continue them on the same lines as those which Sheng himself had followed, as soon as the first instalment of the loan was received. It was also decided to continue the work from Paoing-fu to the Yellow River as soon as the second instalment was received, which would be sometime next year. The laying of the permanent way along this latter section, however, could be proceeded with as soon as the rest of the money ordered to be advanced by the Board of Revenue was forthcoming. In no place did the work present any special difficulties except at the Yellow River, which would have to be bridged. It was expected the entire line would be completed in three years.

Sheng then proceeds to deal with the proposed Hankow-Canton, and Shanghai-Nanking railways. With regard to the former he said deputies had been sent to survey the country through which the line would have run, and a preliminary contract had been concluded with an American syndicate for its construction, and everything seemed to be progressing favourably, when the Spanish-American war intervened to interrupt the negotiations. Nothing was therefore being done at present in connection with the matter, but Sheng adds that he had recently received a telegram from the Chinese Minister at Washington to the effect that the American Syndicate has determined to send a commission to China at the end of the summer to survey the country and conclude the contract for the loan.

With regard to the Shanghai-Nanking railway Sheng says that the survey of the country by British engineers will soon be completed and the work of construction will be commenced ere long.

Sheng concludes his report with a general statement of his plans regarding these three railways. He had first thought to employ foreign engineers in subordinate capacities, but some trouble took place between them and the Chinese engineers and the work was much retarded in consequence. He had therefore decided, when he made up his mind to obtain the necessary funds from foreign sources, to give foreigners control of the actual work also, stipulating merely that the Lu-Han line should be completed in three years. A foreign engineer-in-chief would be appointed by Syndicate who would have the management of everything, just as the Inspector-General of Customs had control of that admirably administered service.

The foreign engineer-in-chief, however, would have to obtain the permission of the Chinese authorities before purchasing materials, engaging men, or spending money. The enterprise needed all the support which the Viceroy and high officials of the Empire could give it; and if it obtained this support there was no doubt but that it would be completed within the three years stipulated, when his Majesty's very reasonable anxiety in connection with the scheme would be forever removed.—*China Gazette*.

The Hongkong Cricket Club has accepted the invitation of the Shanghai Cricket Club to send a team up to the Model Settlement. The match will take place at the end of September and the Hongkong team is now being made up, but its constitution is not yet finally decided upon. The Cricket Ground, we understand, will be opened earlier than usual this season to allow the members of the team to get a little practice before leaving.

RUSSIAN BLUSTER IN PEKING.

A telegram in the Chinese paper *Daily Progress*, dated 31st July, states that a report is circulated in the capital to the effect that the Government has determined to appeal to all the Treaty Powers for protection against Russian bluster and insult. This determination was arrived at as the result of the action of M. Pavloff, the Russian *Charge d'Affaires*, who has been endeavouring to terrorise the Tsungli-yamen into compliance with all manner of demands.—*China Gazette*.

THE CHINKIANG-TIENTSIN RAILWAY.

It is reported from Peking that the German Minister has been for some time pressing the Tsungli-yamen for a concession to Germans for the construction of the Tientsin-Chinkiang railway, and that the Yamen has at length rather gruffly replied that it cannot do as the Minister wishes, owing to the work having already been entrusted to a Taotai named Yung Wing, who is contemplating the employment of American capital in the enterprise. It is expected however, that if he fails to procure the money from his American friends, the Germans will ultimately bring the Tsungli-yamen to do as they wish in the matter.—*China Gazette*.

THE SHANGHAI-WOOSUNG RAILWAY.

Shanghai, 1st August.

As we stated briefly on Saturday night traffic has been going on for some days over considerably more than half the length of the new Shanghai-Woosung railway, and there is now no doubt that by the end of the current Chinese moon (to-day is the 14th day) the whole line will be completed and in working order. Yesterday trains were actually run from the Woosung Creek to the station at the new Rifle Butts, when a few foreigners availed themselves of an informal invitation from some of the Chinese officials connected with the enterprise to enjoy the novelty of a ride over the iron-road. The entire foreign staff of the line was there, with the exception of Mr. P. Hildebrand, and two or three ladies were also of the party. A passenger carriage was coupled on for the accommodation of the visitors and several trips were made in the course of the day between Woosung and Kongwan, the big locomotive that was used serving at the same time to propel a couple of long bogie-waggons filled with rails, sleepers and other materials to the points where they were wanted. The excitement of the Chinese both at Woosung and Kongwan was a sight to remember. All day long there were immense crowds at each point, and we are informed that this has been the case ever since a locomotive made its first appearance on the line, about a week ago. Throngs of country-people have been collected at each end morning, noon, and night, and almost all night long, to see the novel monster glide by with a snort like a steam-boat,—for the American locomotive of the type employed has not the shrill familiar whistle of the railway engine in England, but rather a hoarse, deep blast like that of a fog horn. Work in the fields around Kongwan and Woosung in fact has been practically suspended since first the trains began to run, the rustics in the neighbourhood abandoning all their customary avocations to gape and marvel at this strange contrivance of the "foreign devil," which goes puffing and smoking through their quiet rice plantations. Amongst the crowd at Kongwan yesterday there was one venerable old lady, who, in the intervals of waiting for the train, drew a large audience around her to listen to the garrulous tales she told of the former railway, that ran for so short a time over almost the same ground, of the dreadful havoc it played with the *fungshui*, and of the gallant manner in which the country-people encountered the "fiery dragon," slow him, and obliterated the iron pathway he had made for himself through the fields. She predicted a similar termination to this second visitation of the resuscitated monster; for she was firmly convinced that the engine now running is a re-in-

carnation of the one whose overthrow she witnessed so many years ago; and she continued to exhort the bystanders to act as their fathers did when the dragon first made its appearance in their midst. But those who heard her seemed to take too much interest at present in the doings of the so-called dragon to be inclined to hostilities, and every time the engine came up the air was filled with "hi-yahs," and the strongest exclamation of wonder and admiration which the native vocabulary can furnish.—*China Gazette*.

FATAL COLLISION AT YOKOHAMA.

AN AMERICAN LADY KILLED.

A collision occurred in the harbour of Yokohama on the 29th July between the Canadian Pacific launch and a junk. Miss M. E. Simons, a missionary, was killed and Miss Allen, also a missionary, was slightly injured. Miss Simons was a member of the American Methodist Episcopal Church Mission at Yokohama and was one of a party returning to the shore from the *Empress of Japan*.

An inquest into the circumstances attending the death of Miss Simons was opened on the 30th July at the United States Consulate General, before Mr. J. F. Govey, U. S. Consul General, in his capacity as Coroner, and two Associates, Messrs. G. W. Bramhall and N. F. Smith. The evidence showed that the collision occurred while the launch and the junk were rounding the stern of the steamer *Victoria* from opposite directions, neither craft seeing the other until the collision was imminent. The prow of the junk struck the launch where Miss Simons was standing and the medical evidence was to the effect that the lady died of heart rupture, the result of great compression applied to the thorax.

The inquest was adjourned to the 1st August, when a verdict was returned to the effect that death was due to internal injuries and that the collision was caused by carelessness in navigation by persons in charge of both vessels, more particularly the steam launch.

FIREMEN'S STRIKE AT SHANGHAI.

Shanghai, 1st August.

Foreign trade and industries in China seem about to be confronted in an aggravated form with those labour problems which have vexed Europe and America for so many years and which are by no means solved yet. We know that cent by cent the native workers in the cotton mills have secured advances in wages so that they are now receiving just double the wages paid a little over a year ago. The level in this industry does not yet seem to be reached and we have good reason to know that still further exactions—for they can be called by no other name—are expected from mill hands.

True, the purchasing power of cash has diminished somewhat, but not to an extent consonant with the wages paid and the quality of the work. There is great difference in native wages on all sides this year as compared with last and the end of the difficulty seems to be as far off as ever.

The latest development is the strike of Chinese firemen, which took place yesterday and has already very seriously hampered local coasting trade. The first intimation of any difficulty was made yesterday morning when all the Chinese employed in the engine rooms of steamers of the China Merchants' Co. coolly stated that they had decided to strike for more wages and that they were not going to turn to until they received a distinct understanding that their demands would be acceded. The same action was taken on steamers of other Companies in port. This was a totally unexpected step for them to take, as no notice whatever had been given of any intention to strike for an increase. The China Merchants' Co. had several steamers ready to sail and an arrangement was made by that Company with the men and the boats were got away to the schedule time, but the future sailing dates have been altered and it is not certain that the difficulty will be settled immediately. At present the men receive \$14 a month, but less pay for certain trades. They demand an increase of \$4 all round, a very considerable advance when the great number of

men necessary to be employed on these steamers is considered.

The situation is at present very grave, for while the men are firm the Companies are naturally not prepared to give in to such wholesale extortion.

If the strikers are once successful there does not appear to be any guarantee against similar troubles in the future. It is only to be expected that if the engine room hands are successful those employed on deck will also go out for a substantial increase of pay, and other callings will certainly follow suit.—*Mercury*.

The Chinese firemen who went out on strike at Shanghai have, the *Mercury* of the 2nd August says, resumed duty on receiving an assurance that their demand would be considered and that they would probably receive a rise in pay, if not the full \$4 stipulated.

RIOT IN HUNAN.

A despatch received from Yochou, Hunan, states that a riot which at first threatened serious consequences occurred recently in the sub-prefectural city of Lichou, Hunan, owing to the purchase of a house in that city by a foreign missionary, bearing the Chinese name of Fang Lei-sze, from a native named Miug. The sub-prefect happened to be seriously ill at the time, but fortunately Tang Taotai, of the Yochou Intendancy, heard of the riot and at once went in person to Lichou to restore order. By the prompt efforts of this official the mob was soon dispersed and Tang Taotai was the recipient of personal thanks tendered by the missionary for the assistance given. The deed of sale of the property in dispute was soon afterwards settled satisfactorily through the medium of Mr. Wang, district magistrate of Wulinghsien, who was selected for the purpose owing to his close friendship with Mr. Fang, the missionary. The students who had assembled for the licentiate examinations at Lichou, and who joined the mob in the demonstrations against the missionary, have now returned quietly to the examinations.—*N. C. Daily News*.

CIVIL SERVICE REFORM IN CHINA.

The *Daily Chinese Progress* has a report that some high officials have recently memorialised the Throne recommending the abolition of a number of bureaux which are only sinecures. Others have even recommended the abolition of the Six Boards—Boards of Civil Appointments, Revenue, Rites, War, Punishment, and Works—and the Nine Ministries or Courts—Courts of Censors, Transmission of Decrees, Hanlins (also called Hanlin Academy), Supervisorate of Instruction, Sacrificial Worship, Imperial Stud, Imperial Entertainments, State Ceremonial, and Astronomy. In place of these it is suggested to establish twelve Departments, the senior of them all to be named the Department of Laws and Edicts. The idea is said to have been favourably considered by the Emperor, who at once commanded the Grand Council, the Board of Civil Appointments, and the Tsungli Yamen to deliberate over the matter and report thereon. The reply was that they "considered the changes recommended to be too sweeping and such radical innovations could not therefore last long." His Majesty seemed unwilling to lay the matter on the table and replied: "I am determined to effect some change, and you are all to reconsider your reply on this question." More recent dispatches to hand, however, report that the opposition to these radical changes is still very great by all except the few who are more advanced in views, and eager to effect as sweeping a revolution as passed over Japan three and a-half decades ago. Amongst these last is the Emperor.—*N. C. Daily News*.

The Weihaiwei correspondent of the *N. C. Daily News* writes:—It is generally supposed that the *Victorious* was sent to Port Hamilton as a sort of punishment. She had been ordered to change her coat from black to white, but she took an unconscionable time over it. So the word was given to repair to Port Hamilton, get through the work at once, and meet the Admiral at Nagasaki by a given date. This at least is certain, she was for a week or ten days half-red and half-black, and she left Weihaiwei harbour in that state. Such things will come out.

THE NEW JAPANESE TARIFF.

SIX MONTHS' NOTICE TO BE GIVEN.

The following letter from the British Foreign Office to a merchant in England has been kindly forwarded to us (*Kobe Chronicle*) for publication, and we consider that it once for all settles the question as to the notice that will be given before the new Tariffs will come into operation. It is certainly extraordinary, however, that no information to this effect has been communicated to his nationals by the British Minister:—

Foreign Office,
22nd June.

Gentlemen,—With reference to your letter of the 15th instant I am directed by the Marquis of Salisbury to inform you that the Japanese Government have undertaken to give six months' notice of the date for bringing the new Tariff under the Treaties with Foreign Powers into operation. As soon as such notice is given the fact will be notified in this country. The Treaty between Japan and Austria-Hungary has not yet been ratified, and though the length of notice stipulated in that treaty is only one month, it is improbable that advantage can be taken of that provision owing to uncertainty as to the date of the eventual ratification.

It is understood that the Japanese General Tariff will not become operative until the conventional tariff is also introduced.

THE HUNGRY BEAR.

A Chinese contributor sends us the following, which he terms a "short funny joke":—

John Chinaman—Bear! bear! bear!

John Bull (hunting for "iron-horse" contracts in the Yamen forest)—Where is it?

John Chinaman (terribly frightened)—Peking soon have come; you no can look see; have chow-chow Manchuria!

John Bull, who thinks that the Indian elephant might fall a prey to the hungry beast, at once takes up his gun to chase it back into the cold mountains, and shouts to warn his companions of the danger.

Little Jap (waking up from a sleep) taxes all his might and comes to the timely rescue of his big yellow neighbour.

Uncle Sam, hearing the noise, asks through his interpreter (Dr. Yung Wing) what the alarm is about.

Wing—The white bear is trying to snatch the iron horse tender-piece from Sheng Taotai.

Uncle Sam—By gum, I can't stand it; it's awful; I must fight for the cause of humanity otherwise the restless beast will devour the 400,000,000.

CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO."]

On the 19th ultimo about two thousand rebels made an attack on the shops in the suburb of the prefectural city of Pinglok, in Kwangsi. They set fire to the houses, pillaged the shops, and forced the merchants to hand them all their treasure under threat of being put to death. The Prefect at once consulted with the gentry to devise plans to suppress the rising. Two Sansz surnamed To and Ching were accordingly appointed to take command of two thousand lukongs who were specially hired for the purpose to cope with the rebels. In addition to this force there was a number of soldiers despatched by the Prefect under the charge of a military officer. The rebels were completely routed after several engagements with the soldiers and lukongs during three successive days. About two hundred rebels were killed and a large number wounded. The property destroyed and the treasure abstracted by the rebels amounted to an estimated value of over seven hundred thousand dollars. On the 31st July and 1st August a large number of rebels attacked the city of Shamkai, which is in the vicinity of Wuchow, but as there was a large force there, the rebels were compelled to retreat. It has been reported that the rebels are not in alarming force at present, but still some scattered bands plunder the villages on the way. The report that the Magistrate of Paklan was killed by the rebels is confirmed, as the family of the deceased Magistrate, who was

a native of Kwangtung, are holding a mourning service in Canton.

A fire broke out on the 6th instant at 1 a.m. in a mat-bag shop in Yan-lan-moon, Canton. Eight houses were destroyed. During the fire many thefts were committed, on account of which the authorities immediately sent some lukongs from Shameen to protect the German mission, which is in the neighbourhood, for fear that it might be ransacked by the lawless people. The owner of the shop in which the fire originated has absconded, for fear of being forced by the authorities to compensate the unfortunate neighbouring sufferers.

A junk running between Canton and Sauling was robbed on the 1st instant, when she was passing Chutanshan. The usual plan was adopted. Some robbers boarded the junk as passengers and at a convenient point of the voyage cut the tow-ropes of the steam-launch towing the junk. Not long afterwards a large number of robbers came in a long boat and boarded the junk. The steam-launch opened fire on the robbers, who placed the master of the junk on the upper deck as a target, so the steam-launch, fearing that the master might be killed, stopped firing. The robbers then sailed the junk to a shallow place and stranded her, landing themselves and carrying away all the valuables on board.

On the 27th ultimo a fight broke out between two classes of weavers named Chuen Fook-tong and Wing Lok-sha in Fatshan. They fired upon each other with the result that one weaver was killed and nine wounded. The authorities have succeeded in arranging the matter.

MACAO.

[FROM OUR CORRESPONDENT.]

Macao, 5th August.

The weather became very threatening on Wednesday, and yesterday morning (Thursday) about half-past eight, the typhoon guns were fired. The sea was soon afterwards running very high and breaking in the inner harbour, clearly showing that the typhoon was approaching. The wind continued moderate during the day, but during the night and up to this morning it blew with typhoon force. Heavy rain also fell, which was much wanted. As far as I have observed, no damage was done by the storm. The barometer marked 29.22 and the aneroid 29.10.

The steamer *Heungshan* has just arrived, 4.45 p.m. The *White Cloud* did not come down from Canton yesterday, nor did the China Merchants' steamer *Kwangtung* leave for Canton either yesterday or to-day; she lay at her buoy the whole time and has just come in to her wharf now.

The Chinese population are in a state of intense anticipation in connection with their grand thanksgiving festival, which commences on Monday. A very large mat-shed has been erected in the Bazaar and smaller ones at many of the street corners, for music and theatrical performances, and in front of Government House a bamboo stand has been erected for the fireworks. All these structures have stood the typhoon well. In the procession two very large dragons are to be carried, one with gold and the other with silver scales. We will have plenty of noise for the next few days and nights.

HONGKONG.

H.M.S. *Daphne* arrived at Singapore on the 31st July from Saigon.

There were 1,737 visitors to the City Hall Museum last week, of whom 137 were Europeans.

The China Sugar Refining Co., Limited, notifies that it will pay an interim dividend of 5 per cent. on the 26th August.

We are informed by the Colonial Secretary's Office that a telegram was received from Singapore on 8th August stating that quarantine has been removed.

The stamp revenue for July amounted to \$33,511, being an increase of \$2,314 on the amount collected in the corresponding month of last year.

The body of a male child, about six weeks old was found in Victoria Harbour on Friday last. The features were unrecognisable, decomposition having already set in.

The appointment of Dr. J. A. Lowson to be Acting Principal Civil Medical Officer during the absence of Dr. J. M. Atkinson is gazetted.

The body of a Chinese male child, about 2½ years old, was found by a constable in Elgin Street. Upon examination death was found to be due to debility and neglect.

Information has been received that the *Wing-foo*, which it was thought had been lost in attempting to get to Manila from Hoihow, is in one of the Chinese ports, being considerably damaged.

The new Chinese cruiser *Hai Shew* arrived at Hongkong on the 7th August from Stettin, which port she left on the 15th of June. The *Hai Shew* is a second-class cruiser of 1,983 tons gross, and 627 net register, and carries 11 guns. Her sister-ship, the *Hai Shen*, also built at Stettin, is expected to follow in three weeks' time.

It is notified in the *Gazette* that Mr. W. Chatham, Assistant Director of Public Works, has been appointed to act as Director of Public Works and Water Authority during the temporary absence on special service of the Hon. R. D. Ormsby. The special service that Mr. Ormsby is to be engaged on is in connection with the new territory to be taken over at Kowloon.

On 5th August Mr. Geo. Lammert, having received instructions from the mortgagees, offered for sale by auction the leasehold properties known as Nos. 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, and 112, Queen's Road East and registered in the Land Office as section B of marine lot No. 31 and section A of marine lot No. 36. Several offers were made, but the properties were withdrawn.

A notice issued by the Cable Companies on Thursday states that telegrams exchanged with Foochow have at present to pass via Chinese land lines between there and Shanghai and by cable between Shanghai and Hongkong, the normal means of communication by land line from Sharp Peak having been interrupted in several places by a typhoon. There will probably be delay for some days.

On 8th August one lot of Crown land, together with the building materials stacked thereon, was offered for sale by auction for a term of 75 years. The following are the particulars of the lot:—Registry number, inland lot No. 1,424; locality, Bridges, Rozario, and Ladder Streets, Taipingshan; contents in square feet, 3,780; annual rent, \$60; upset price, \$7,560. The purchasers were the American Board of Commissioners for Foreign Missions, the price being \$7,585.

An Irish paper says of the new Governor of Hongkong:—"Go to Hongkong" is a familiar Irishism, often applied to parties whose absence is the best of good company. Thus will Governor Blake be probably greeted. He engineered his way to a governorship by lampooning his fellow-countrymen in the columns of the British press. Men like Michael Davitt got Portland and Dartmoor for unselfish devotion to their people; the Blakes get the gilded disgrace of some out of the way Kingletcy—but give us the Davitts every time."

Many tall yarns are told of wonderful shots. The *Malay Mail* publishes one that is calculated to make even a modern Yankee journalist jealous. A certain Malay went to chop wood in the jungle near Kepong, taking with him an old muzzle-loader, loaded with one bullet and four buck shot. He "marked" a tiger, fired, and killed it on the spot. On approaching to examine his game the man found not only one dead tiger but two! one shot through the brain, the other through the heart; and the *Mail* correspondent says he saw the two of them.

On 9th Aug. a special session of Her Majesty's Justices of the Peace was held in the Justices' Room at the Magistracy "to consider an application from one Regina Neubrunn for the transfer of her publican's licence to sell and retail intoxicating liquors on the premises situate at houses Nos. 332 and 334, Queen's Road Central, under the sign of "The Land we Live in Hotel," to one Moritz Freimann." Commander Hastings, Acting Police Magistrate presided, and there were also present Dr. Lowson, Mr. D. R. Crawford, and Mr. C. W. Duggan. Mr. Stephens appeared for the applicant. The transfer was granted.

Shortly after three o'clock on Wednesday morning information reached No. 7 Police Station that a fire had broken out at a godown at 22, Belcher Street. Sergeant Coutts and Constables McHardy and Lippiat at once made for the scene of the outbreak with a hand pump. The brigade arrived shortly afterwards, and the flames were soon extinguished. The outbreak occurred in a two-storey building, and the damage was confined to the first floor, the roof falling in. The building is insured in the Sun Fire Insurance for \$20,000 and for a like sum in another office.

At the Harbour Office on Saturday, before Commander Rumsey, Albert Lindblom, an A. B. on the *Muskoka* who was recently fined \$7 at the Magistracy for disorderly behaviour, was charged with disobeying the lawful commands of Captain Crowe, the master of the ship. Lindblom, having got several friends to pay his fine in the former case, went aboard the ship and marching up to the poop where the Captain and his wife were sitting he demanded money to repay his friends. The Captain refused him money, and repeatedly ordered him off the poop. Lindblom was sentenced to fourteen days' imprisonment, with hard labour.

The following returns of the average amount of Bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st July, 1898, as certified by the managers of the respective Banks, are published:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China	\$2,914,252	\$1,500,000
Hongkong and Shanghai Banking Corporation	5,087,096	3,000,000
National Bank of China, Limited	450,000	150,000
Total	\$8,451,348	\$4,650,000

Notwithstanding the high wind which blew on Thursday evening, 4th August, beyond the scattering of a few mat sheds there does not appear to have been much damage done. The running of the Peak Tramway was, however, stopped for a few hours on Friday morning owing to a boulder, which had been dislodged by the heavy rain from the works in connection with the new road above Plantation Road station, rolling across the line and displacing some of the rails and signal posts. Fortunately the boulder missed the cable, or the interruption of the traffic would have been longer, as the cable would no doubt have been broken. As it was, the residents on the heights had to find their way down to business on foot or in chairs, but the cars were running again by five time.

On 10th August Commander Hastings held an enquiry at the Magistracy touching the death of the wife of a contractor residing in Second Street, who was found dead in the house on the 24th ult. Sergeant Coutts, on being informed of the occurrence, had the body removed to the public mortuary. The stomach was extracted by Dr. Lowson and handed over to Mr. F. Browne, who at the enquiry yesterday said that on analysis he found in it traces of meconic acid, an invariable constituent of opium. A quantity of oil was also present. In one of 29 jars received from Sergeant Coutts meconic acid was found amongst treacle. From another exhibit meconic acid was also extracted. The Chinese took out oil in large quantities as an emetic and the oil in the stomach of deceased had the odour of nut oil. Meconic acid was the analytical test for opium. Evidence given by the husband of deceased failed to show that there was any cause for deceased to have poisoned herself. He had not known her to show suicidal tendencies before. He allowed her \$2 per month to live upon, he paying the rent. Deceased was 19 years of age and witness married her in the country in May and then came to Hongkong and lived all the time in Second Street. Another witness said he had been told deceased took opium and that she had had a quarrel with her husband. A verdict of "Death by opium poisoning self-administered" was returned.

COMMERCIAL.

TEA.

CANTON, 4th August.—Macao Congous.—Settlements during the past month are 4,300 boxes at Tls. 11-26 per picul. Prices generally have ruled easier, but more specially for the better grades. Scented Capers.—The month's settlements amount only to 7,500 boxes at Tls. 8-27 per picul, the lower quotation being for Ouchaine; to this we add 3,500 boxes to make up for previous settlements short reported, thus making the total to date 93,000 boxes, against 110,000 boxes to the same date last year. The above settlements were nearly all made during the first week of the period under review, the market in the meantime being practically closed; yesterday, however, a few small transactions took place. Prices for Fine Teas have again gone rather lower whilst Common and Medium grades, on account of this remarkable scarcity, have kept very firm. Stocks in native hands are estimated at 25/30,000 boxes.

EXPORT OF TEA FROM CHINA TO UNITED KINGDOM AND CONTINENT.

	1898-99	1897-98
	lbs.	lbs.
Hankow and Shanghai...	7,094,669	8,448,033
Foochow	2,813,225	2,771,436
Amoy	110,774	232,278
Canton	2,233,629	2,510,129
	12,272,288	13,961,876

EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1898-99	1897-98
	lbs.	lbs.
Shanghai	3,513,002	4,114,992
Amoy	3,805,304	4,849,374
	7,318,306	8,964,366

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1898-99	1897-98
	lbs.	lbs.
Yokohama	11,896,601	11,716,105
Kobe	5,256,306	5,758,740
	17,062,907	17,474,845

EXPORT OF TEA FROM CHINA TO ODESSA

	1898-99	1897-98
	lbs.	lbs.
Shanghai and Hankow...	17,339,585	16,303,814

SILK.

EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1898-99	1897-98
	bales.	bales.
Shanghai	11,751	8,435
Canton	6,291	2,968
Yokohama	687	—
	18,729	11,403

EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1898-99	1897-98
	bales	bales.
Shanghai	653	1,155
Yokohama	246	—
	899	1,155

CAMPHOR.

HONGKONG, 12th August.—Prices are rather firmer. Quotations for Formosa are \$41.25 to \$41.50. Sales, 200 piculs.

SUGAR.

HONGKONG, 12th August.—The weakness last reported proved only temporary and prices are improving again. Quotations are:—

Shekloong, No. 1, White...	\$7.42 to 7.45 per pel.
do. " 2, White...	7.34 to 7.37 "
Shekloong, No. 1, Brown...	4.91 to 4.95 "
do. " 2, Brown...	4.77 to 4.80 "
Swatow, No. 1, White...	7.32 to 7.35 "
do. " 2, White...	7.20 to 7.25 "
Swatow, No. 1, Brown...	4.81 to 4.85 "
do. " 2, Brown...	4.67 to 4.70 "
Foochow Sugar Candy	11.25 to 11.27 "
Shekloong "	10.90 to 10.95 "

MISCELLANEOUS EXPORTS.

Per steamer *Hertha*, sailed on the 29th July. For Port Said:—5 cases cassia. For Beyruth:—40 cases cassia. For Smyrna:—14 cases cassia buds, and 67 bales galangal. For Havre:—4 packages merchandise, 7 cases blackwoodware, 11 cases feathers, 20 cases bristles, 23 packages cowhides, 81 packages canes, and 432 packages tea. For Havre and/or Hamburg:—3 cases merchandise, 35 cases bristles, 35 bales canes, 36 cases albumen, 100 packages preserves, 150 packages buffalo horns, and 267 cases egg yolk. For Havre and/or Hamburg and/or London:—3 cases merchandise, 38 bags chinaroot, and 70 cases camphor. For Hamburg:—2 cases curios, 2 cases fishmaws, 10 cases palm leaf fans, 27 cases sundries, 41 cases bristles, 45 packages rattanware, 304 packages canes, 2,109 packages cassia and 2,414 tea. For Lisbon:—5 cases Chinaware.

Per steamer *Oceanien*, sailed on the 30th July. For France:—750 bales raw silk, 15 cases silks, 80 packages waste silks, and 1 case ylang ylang. For Milan:—40 bales raw silk. For London:—55 bales raw silk.

Per steamer *Pathan*, sailed on the 30th July. For New York:—2,705 cases cassia, 250 bales rattanware, 58 cases Chinaware, 90 cases blackwoodware, 25 cases paper, 41 cases bristles, 50 cases palm leaf fans, and 1,952 packages merchandise.

Per P. & O. steamer *Mazagon*, sailed on the 31st July. For Manchester:—100 bales waste silk. For London:—3 packages rattan chairs, 4 cases blackwoodware, 4,078 boxes tea (85,638 lbs. Sc. caper).

Per Norw. steamer *Fortuna*, sailed on the 4th August. For New York:—900 packages cassia, 650 rolls matting, 46 cases Chinaware, 4 cases blackwoodware, 300 packages merchandise, 10 cases essential oil, 10 cases human hair, 30 cases bristles, 100 cases grund nut oil, and 1 package dragon flags.

OPIUM.

HONGKONG, 12th August.—Bengal—The demand has continued and prices have strengthened further, current figures being \$740 for New Patna, \$780 for Old Patna, and \$717 for New Benares.

Malwa.—The market has ruled dull, after undergoing some improvement early in the interval. The following are the latest quotations:—

Old (2 1/2 yrs.) \$770 with all'nce. of 1/4 to 3 cts. " (6/7 ") \$810 " " of 0 to 4 " " (8/10 ") \$850 " " of 0 to 2 "

Persian.—There has been very little doing in this drug, the market closing quiet at \$500 to \$630 for Oily and at \$600 to \$740 for Paper wrapped Opium.

To-day's stocks are estimated as under:—
New Patna

COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1898.	\$	\$	\$	\$	\$	\$
Aug. 6	737 1/2	775	710	730	—	—
Aug. 7	737 1/2	775	710	730	—	—
Aug. 8	740	777 1/2	717 1/2	—	—	—
Aug. 9	740	777 1/2	717 1/2	—	—	—
Aug. 10	737 1/2	776 1/2	715	—	—	—
Aug. 11	737 1/2	777 1/2	715	—	—	—
Aug. 12	740	780	717 1/2	—	—	—

RICE.

HONGKONG, 12th August.—The decline last reported has continued and the market is weak. Quotations are:—

Saigon, Ordinary	\$2.92 to 2.95
" Round, good quality	3.15 to 3.20
" Long	3.45 to 3.48
Siam, Field, mill cleaned, No. 2	2.95 to 3.00
" Garden, " No. 1	3.60 to 3.65
" White	4.35 to 4.40
" Fine Cargo	4.72 to 4.75

COALS.

HONGKONG, 12th August.—No business doing; large stocks. Quotations are:—

Cardiff	\$18.00 to 23.00 ex ship, nominal
Australian	10.00 to 11.50 ex ship, quiet
Miki Lump	10.00 to 11.50 nominal
and Small	—
Moji Lump	8.00 to 10.50 ex ship, quiet
Hongay Lump	12.50 to — nominal.
Hongay Dust	5.00 to — "
Briquettes	10.00 to — "

MISCELLANEOUS IMPORTS.

HONGKONG, 12th August.—Among the sales reported during the week are the following:—

YARN AND PIECE GOODS.—Bombay Yarn.—75 bales No. 8 at \$74.50, 1,410 bales No. 10 at \$73.50 to \$83, 80 bales No. 12 at \$79.50 to \$85.50, 100 bales No. 16 at \$90.50 to \$91.50, 650 bales No. 20 at \$90 to \$94.50. White Shirtings.—500 pieces No. 3 at \$3.60, 250 pieces Flower Basket at \$2.85, 500 pieces No. 1 at \$3.22. Grey Shirtings.—900 pieces 8 1/2 lbs. 2 Fish at \$2.87, 600 pieces 8 1/2 lbs. Blue Men at \$2.90, 300 pieces 8 1/2 lbs. 2 Fish at \$2.87. Bengal Cotton.—100 bales at \$19. Bangoon Cotton.—60 bales at \$18.50. Drills.—1,000 pieces 14 lbs. D O Sword at \$4.39 arrive, 75 pieces 16 lbs. Large Eagle at \$5.40.

METALS.—Tin.—100 slabs Siam at \$43, 100 slabs Siam at \$43, 100 slabs Foong Chai at \$43.50, 100 slabs Siam at \$47.50. Lead.—120 piculs Australia at \$8.50 arrive.

COTTON YARN.

	per bale
Bombay—Nos. 10 to 20s.	68.00 to 100.00
English—Nos. 16 to 24	105.00 to 111.00
" 22 to 24	106.00 to 112.00
" 28 to 32	120.00 to 124.00
" 38 to 42	130.00 to 135.00

COTTON PIECE GOODS.

	per piece
Grey Shirtings—6lbs.	1.75 to 1.85
7lbs.	2.00 to 2.07 1/2
8 1/2 lbs.	2.50 to 3.20
9 to 10 lbs.	3.40 to 4.15
White Shirtings—5 1/2 to 56 rd.	2.30 to 2.50
58 to 60 " ..	2.75 to 3.45
64 to 66 " ..	3.55 to 4.40
Fine	4.35 to 7.15
Book-folds.	3.80 to 5.70
Victoria Lawns—12 yards ..	0.65 to 1.30
T-Cloths—6lbs. (32 in.) Ord'y.	1.55 to 1.75
7lbs. (32 ") ..	1.90 to 2.15
6lbs. (32 ") Mexs.	1.70 to 1.85
7lbs. (32 ") ..	2.10 to 2.80
8 to 8 1/2 oz. (36 in) ..	2.40 to 3.25
Drills, English—40 yds. 13 1/2 to 14 lbs.	3.75 to 5.15

FANCY COTTONS

Turkey Red Shirtings—1 1/2 to 8 lbs.	1.60 to 5.00
Brocades—Dyed	3.00 to 5.60
per yard	—
Damasks	0.12 to 0.16
Chintzes—Assorted	0.08 to 0.14
Velvets—Black, 22 in.	0.20 to 0.45
Velveteens—18 in.	0.17 1/2 to 0.18 1/2
per dozen	—
Handkerchiefs—Imitation Silk ..	0.45 to 0.90

WOOLLENS

	per yard
Spanish Stripes—Sundry chops.	0.57 1/2 to 1.40
German	1.15 to 1.50
Habit, Med., and Broad Cloths.	1.25 to 5.25
per piece	—
Long Ells—Scarlet	6.50 to 10.00
Assorted	6.60 to 10.00
Camlets—Assorted	12.50 to 32.00
Hastings—30 yds., 31 inches, } Assorted }	10.00 to 21.00
Orleans—Plain	7.00 to 8.50
per pair	—
Blankets—8 to 12 lbs.	3.50 to 14.00

METALS

	per picul
Iron—Nail Rod	3.90 to —
Square, Flat Round Bar ..	4.00 to —
Swedish Bar	5.50 to —
Small Round Rod	4.25 to —
Hoop 3 to 1 1/2 in.	4.50 to —
Wire 15/25	8.50 to —
Old Wire Rope	1.50 to 3.00
Lead, L. B. and Hole Chop ..	8.60 to —
Australian	8.60 to —
Yellow M'tal—Muntz, 14/20 oz.	30.00 to —
Vivian's, 14/20 oz.	30.00 to —
Elliot's, 14/20 oz.	30.00 to —
Composition Nails	46.00 to —
Japan Copper, Slabs	32.00 to —
Tiles	80.75 to —
Tin	— to —

Tin-Plates	per box.	5.99 to —
Steel 4 to 8	per cwt. case	5.25 to —
SUNDRIES		
Quicksilver	per picul	140.09 to —
Window Glass	per box	4.50 to —
Kerosene Oil	per 10-gal. case	1.87 to —

EXCHANGE.

FRIDAY, 12th August.

ON LONDON.—	
Telegraphic Transfer	1/11 1/2
Bank Bills, on demand	1/11 1/2
Bank Bills, at 30 days' sight	1/11 1/2
Bank Bills, at 4 months' sight	1/11 1/2
Credits, at 4 months' sight	1/11 1/2
Documentary Bills, 4 months' sight	1/11 1/2
ON PARIS.—	
Bank Bills, on demand	2.43
Credits, at 4 months' sight	2.47
ON GERMANY.—	
On demand	1.96 1/2
ON NEW YORK.—	
Bank Bills, on demand	46 1/2
Credits, 60 days' sight	47 1/2
ON BOMBAY.—	
Telegraphic Transfer	145
Bank, on demand	146
ON CALCUTTA.—	
Telegraphic Transfer	145
Bank, on demand	146
ON SHANGHAI.—	
Bank, at sight	73 1/2
Private, 30 days' sight	74 1/2
ON YOKOHAMA.—	
On demand	5 % pm.
ON MANILA.—	
On demand	nom.
ON SINGAPORE.—	
On demand	1/2 % pm.
SOVEREIGNS Bank's Buying Rate	10.20
GOLD LEAF, 100 fine, per tael	54.00

JOINT STOCK SHARES.

HONGKONG, 12th August.—Business continues very quiet with nothing of importance to report, whilst rates rule steady in most stocks.

BANKS.—Hongkong and Shanghai have changed hands at 214, 213, and 212 per cent. premium in small lots and at a little better than equivalent rates for September and October. Nationals have been enquired for at \$16 1/2, but none seem obtainable under \$17.

MARINE INSURANCES.—China Traders continue in a small demand at \$63 to \$64 without finding sellers. Unions have changed hands at \$215 and close steady at that. Cantons and Straits continue out of the market at quotations, also the Northern Insurances.

FIRE INSURANCES.—No change or business to report.

SHIPPING.—Hongkong, Canton and Macao remain very quiet with only small sales at \$25 1/2. Indo-Chinas have been neglected at quotation. Douglases have found further small buyers at \$58 1/2 and \$58, and China and Manilas remain quite neglected without business. China Mutuals continue steady, but without any transactions to report.

REFINERIES.—China Sugars have been negotiated at \$165, \$163, and \$162 cash, and at \$166 for September. The consulting committee recommend an interim dividend of \$5. Luzons have found further buyers at \$40 and are still wanted.

MINING.—Punjoms have ruled very quiet with small sales at \$5.75 and \$5.50. Olivers continue out of favour at quotations and without business. Balmorals preference have been done at 30 cents, but sellers at that rate rule the market. Jebeus are still enquired for and have changed hands at \$4.10, \$4.30, and \$4.50. Raubs have improved to \$37 ex dividend after small sales at \$36 and \$36 1/2.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks have found small buyers at 259, 257, and 256 per cent. prem., rates ruling very erratic; at time of closing the market is 257 steady. Kowloon Wharves have been negotiated in fair lots at \$58 and \$58 1/2, closing with sellers at the latter rate. Wanchais unchanged and without business.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands continue weak and out of favour at \$67 with no business to report. Hotels have been done at \$56. West Points, Kowloon Lands, and Humphreys Estates have all ruled quiet and without business.

MISCELLANEOUS.—Watsons have been in request and have changed hands at \$11 1/2. Electrics, Star Ferries, and Ropes have been negotiated and are enquired for at quotations. Closing quotations are as follow:—

COMPANY.	PAID UP.	QUOTATION.
Banks—		
Hongkong & Shanghai	\$125	213 1/2, buyers
China & Japan, prf.	£5	nominal
Do. ordinary	£4	nominal
Do. deferred	£1	£5.5s. 1
Natl. Bank of China		
B. Shares	£8	\$17
Founders Shares	£1	\$17, sellers
Bell's Asbestos E. A.	£1	nominal
Campbell, Moore & Co.	\$10	\$8
China Prov. L. & M.	\$10	\$9 1/2, sales
China Sugar	\$100	\$162
Cotton Mills—		
Ewo	Tls. 100	Tls. 96, sellers
Hongkong	£40	\$20, sellers
International	Tls. 100	Tls. 100
Lau Kung Mow	Tls. 100	Tls. 94
Soyche	Tls. 500	Tls. 305
Yahloong	Tls. 100	Tls. 70
Dairy Farm Co.	\$1	\$5 1/2
Fenwick & Co., Geo.	\$25	\$30
Green Island Cement	\$10	\$28, sellers
Do. New Issue	\$5	\$18, sellers
H. & China Bakery	\$50	\$33
Hongkong & C. Gas	£10	\$125
Hongkong Electric	\$10	\$8.25, buyers
H. H. L. Tramways	\$100	\$110, buyers
Hongkong Hotel	\$50	\$56, sales & sellers
Hongkong Ice	\$25	\$108, sellers
H. & K. Wharf & G.	\$50	\$58, buyers
Hongkong Rope	\$50	\$162, sal. & buyers
H. & W. Dock	\$125	257 p. ct. prem. =
Insurances—		
Canton	\$50	\$133, sellers
China Fire	\$20	\$95, sellers
China Traders'	\$25	\$43, buyers
Hongkong Fire	\$50	\$33, sellers
North-China	\$25	Tls. 180
Straits	\$20	\$9, sellers
Union	\$50	\$215, buyers
Yangtze	\$60	\$130, sellers
Land and Building—		
H. Land Investment	\$50	\$67, sellers
Humphreys Estate	\$10	\$4.50
Kowloon Land & B.	\$30	\$17 1/2, sellers
West Point Building	\$40	\$2, sellers
Luzon Sugar	\$100	\$40, sales & buyers
Mining—		
Charbonnages	Fee 500	\$110, sellers
Great E. & C. Colon	\$5	\$130
Do. Do.	\$3	\$130
Jebeu	\$5	\$150, buyers
New Balmoral	\$1	nominal
Do. Preference	\$1	25c, buyers
Oliver's Mines, A.	\$5	\$10, sellers
Do. B.	\$2 1/2	\$1.25, sellers
Punjom	\$5	\$1 1/2, sales
Do. Preference	\$1	\$1.60, sales
Raubs	14s. 10d.	\$36 1/2, ex div. buyers
New Amoy Dock	\$6 1/2	\$ 4
Steamship Coy.—		
China and Manila	\$50	\$80, sellers
China Mutual Ord.	£10	£9 1/2, buyers
Do. Preference	£10	£5 10s.
Do. Do.	£5	£3
Douglas S. S. Co.	\$50	\$58 1/2, sellers
H. Canton and M.	\$15	\$25 1/2, sellers
Indo-China S. N.	£10	\$50, buyers
Star Ferry	\$7 1/2	\$8, buyers
Tebrau Planting Co.	\$5	\$5, sellers
Do.	\$2	\$3, sellers
United Asbestos	\$2	\$1.30, buyers
Do.	\$0	\$10, nominal
Wanchai Warehouse Co.	\$37 1/2	\$41
Watson & Co., A. S.	\$10	\$11 1/2, sal. & buyers

J. V. Y. VERNON, broker.

VESSELS ON THE FERTH

For LONDON.—Japan (str.), Diomed (str.), Benedi (str.), Parramatta (str.), Kamakura Maru (str.), Tosa Maru (str.).
For BREMEN.—Prinz Heinrich (str.).
For MARSEILLES.—Tosa Maru (str.), Kamakura Maru (str.).
For SAN FRANCISCO.—Cop'ic (str.), Hawthornbank.
For VANCOUVER.—Empress of India (str.).
For VICTORIA, B. C.—Braemar (str.), Columbia (str.).
For TACOMA.—Columbia (str.).

For NEW YORK.—Craigearn (str.), Indrapura (str.), Sikh (str.), Prince Arthur, Fooching Suey Crown of Germany, Emily F. Whitney, Muskoka. For HAVRE AND HAMBURG.—Eralo (str.). For AUSTRALIA.—Australia (str.).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

HONGKONG.

August—

ARRIVALS.

5, Takasago, Japanese cr., from Newcastle.
5, Hongkong, French str., from Haiphong.
6, Malaya, Danish str., from Singapore.
6, Dardanus, British str., from Liverpool.
6, Jason, British str., from Singapore.
6, Tyr, Norwegian str., from Moji.
6, Matsushima, Jap. cr., from Pescadores.
6, Lotimbro, Italian str., from Singapore.
6, Mathilde, German str., from Haiphong.
6, Kashing, British str., from Amoy.
6, Oslo, Norwegian str., from Bangkok.
6, Natuna, Danish str., from Bangkok.
6, Kiukiang, British str., from Glasgow.
6, Glenfalloch, British str., from Singapore.
6, Loongmoon, German str., from Canton.
6, Sumiyoshi Maru, Jap. str., from Canton.
6, Astrid, Norwegian str., from Saigon.
6, Chwushan, British str., from Bangkok.
6, Germania, German str., from Rangoon.
6, Kwanglee, Chinese str., from Shanghai.
6, Sullberg, German str., from Chefoo.
7, Haichew, German cruiser, from Stettin.
7, Activ, Norwegian str., from Bangkok.
7, Haitan, British str., from Swatow.
7, Lightning, British str., from Calcutta.
7, Loyal, German str., from Hongay.
7, Macduff, British str., from Rangoon.
7, Matsuyama Maru, Jap. str., from Kobe.
7, Prosper, Norw. str., from Port Vallut.
7, Toonan, Chinese str., from Canton.
7, Taicheong, Ger. str., from Pulo Sembilan.
7, Fort Stuart, British ship, from Manila.
7, Craigerne, British ship, from Cardiff.
8, Kachidate Maru, Jap. str., from K'notzu.
8, Ixion, British str., from Singapore.
8, Ask, Danish str., from Pakhoi.
8, Spinaway, British bkt., from Fromantle.
8, Maria Valerie, Italian str., from Kobe.
9, Deucalion, British str., from Sandakan.
9, Petrarch, German str., from Manila.
9, Nanchang, British str., from Canton.
9, Kwongsang, British str., from Hongay.
9, Wongkoi, British str., from Bangkok.
9, Sarnia, German str., from Hamburg.
9, Sullberg, German str., from Canton.
11, Keongwai, British str., from Bangkok.
11, Lyeemoon, German str., from Amoy.
11, Australian, British str., from Kobe.
11, Trym, Norwegian str., from Canton.
12, Kulsang, British str., from Calcutta.
12, Socotra, British str., from London.
12, Hailau, French str., from Pakhoi.
12, Haimun, British str., from Coast Ports.
12, Kwanglee, Chinese str., from Canton.
12, Hong Leong, British str., from Straits.
12, Kweiyang, British str., from Tientsin.
12, Phra Chom Klao, Brit. str., from Bangkok.
12, Sultan, British str., from Chefoo.

August—

DEPARTURES.

6, Coromandel, British str., for Europe, &c.
6, Hailoong, British str., for Swatow.
6, Chunsang, British str., for Singapore.
6, Chusan, British str., for Shanghai.
6, Meefoo, Chinese str., for Shanghai.
6, Progress, German str., for Chefoo.
6, Sendai Maru, Jap. str., for Shanghai.
6, Nanchang, British str., for Canton.
7, Astrid, Norwegian str., for Kobe.
7, Cheangehew, British str., for Amoy.
7, China, German str., for Saigon.
7, Donar, German str., for Saigon.
7, Frejr, Danish str., for Hoihow.
7, Germania, German str., for Kobe.
7, Glenfalloch, British str., for Amoy.
7, Kinshu Maru, Jap. str., for Kobe.
7, Loosok, British str., for Bangkok.
7, Olympia, British str., for Amoy, &c.
7, Oxus, British str., for Cavite.
7, P. C. C. Klao, British str., for Bangkok.
7, Rinsei Maru, Jap. str., for Amoy.
7, Rohilla, British str., for Yokohama.
7, Sishan, British str., for Swatow.
7, Tientsin, British str., for Shanghai.
7, Triumph, German str., for Aparri.
8, Kashing, British str., for Hongay.
8, Talisman, Norw. str., for Singapore.

8, Sullberg, German str., for Canton.
 8, Takasago, Japanese cr., for Manila.
 8, Hongkong, French str., for Hoihow.
 8, Loongmoon, German str., for Shanghai.
 8, Tetartos, German str., for Singapore.
 8, Kwanglee, Chinese str., for Canton.
 9, Hainan, German str., for Chefoo.
 9, Matsushima, Japanese cruiser, for Manila.
 9, Rio, German str., for Saigon.
 9, Suevia, German str., for Shanghai.
 9, Chelydra, British str., for Calcutta.
 7, Chowfa, British str., for Bangkok.
 9, Choysang, British str., for Shanghai.
 9, Haitan, British str., for Coast Ports.
 9, Hermes, Norwegian str., for Hongay.
 9, Ixion, British str., for Shanghai.
 9, Matsuyama Maru, Jap. str., for Singapore.
 9, Toonaa, Chinese str., for Shanghai.
 9, Zweena, British str., for Honcohe Bay.
 9, J. V. Troop, Amr. ship, for Liverpool.
 10, Dardanus, British str., for Shanghai.
 10, Empress of China, Brit. str., for V'couver.
 10, Jason, British str., for Amoy.
 10, Mathilde, German str., for Pakhoi.
 10, Sumiyoshi Maru, Japanese str., for Kobe.
 10, Unity, Norw. str., for Vladivostock.
 10, Hinsang, British str., for Bangkok.
 10, Kiukiang, British str., for Shanghai.
 10, Malaya, British str., for Shanghai.
 10, Maria Valerie, Austrian str., for Singapore.
 10, Nanchang, British str., for Tientsin.
 10, Picciola, German str., for Saigon.
 10, Siegfried, German str., for Newchwang.
 11, Amara, British str., for Hongay.
 11, Chwnshan, British str., for Swatow.
 11, Letimbro, Italian str., for Bombay.
 11, Loyal, German str., for Swatow.
 11, Sarnia, German str., for Yokohama.
 11, Sullberg, German str., for Newchwang.
 12, Prosper, Norw. str., for Port Wallut.
 12, Kachidate Maru, Jap. str., for K'notzu.
 12, Ousang, British str., for Samarang.
 12, Thales, British str., for Swatow.
 12, Trym, Norwegian str., for Shanghai.
 12, Yuensang, British str., for Kobe.

PASSENGER LIST.

ARRIVED.

Per *Coromandel*, for London, from Yokohama, Mr. C. G. Carozzi; from Shanghai, Mr. and Mrs. W. E. Entwistle and infants and Mr. A. E. Wheeley; for Marseilles, Mr. R. Berg; for Malta, Mr. Aloyse Lamm; for Colombo, Mr. S. Tokmakoff; for Hongkong, Mr. Franz Oster.

Per *Chusan*, for Hongkong from Marseilles, Mr. H. MacDougall; from Bombay, Mr. A. Curim; from Colombo, Mr. and Mrs. Rosenthal; from Singapore, Messrs. W. Robinson and Reed; for Shanghai from London, Messrs. D. Griffith, V. Hausard, A. W. Pritchard, and J. Dixon; from Marseilles, Major S. Radcliff, and Mr. C. H. Allen; from Singapore, Mr. Arnot Reid; for Yokohama from London, Messrs. J. Thorne, C. Bent, and G. A. March; from Marseilles, Mrs. and Miss Belfield; from Brindisi, Mr. N. P. Brown; from Bombay, Mr. J. Kerr.

Per *Haitan*, from Swatow, Mr. and Mrs. Morgan and 3 children, and Mr. J. Lauts.

Per *Lightning*, from Calcutta, &c., Major and Mrs. John and child, Major Trower, Messrs. Smyth, Lawrence, Algi, Cogan, and Assist. Surgeon Pullen and 6 children.

Per *Ixion*, from Singapore, Capt. Edwards.

Per *Spinaway*, from Fremantle (W.A.), Mr. and Mrs. McNaughton.

Per *Deucalion*, from Sandakan, Messrs. H. Dunlop, S. Dunlop, Dyer and Muter.

Per *Petrarch*, from Manila, Mr. Henry Bauer, and Mrs. Andreas M. Larsen Naur.

Per *Kwongsang*, from Hongay, Mr. Del Pon.

Per *Wongkoi*, from Bangkok, Capt. Rowen, Messrs. J. Cannon, Prentice, and Frame.

Per *Sarnia*, from Hamburg, &c., Messrs. Reimers, Schmalbein, and Siemssen and 300 Chinese.

Per *Keong Wai*, from Bangkok, Messrs. Bennett and Schroppel.

Per *Lyceum*, from Amoy, Dr. Prendervith.

Per *Australian*, from Kobe, &c., Messrs. Castener and F. Wright, and Miss Gwynne Smedley.

Per *Braemar*, from Portland (Oregon), Mr. Mueller.

DEPARTED.

Per *Glengyle*, for Yokohama, Miss H. Noyes, Miss E. M. Butler, Miss A. Akio; for San Fran-

cisco, Mr. McKillop, Mr. and Mrs. Frantz Dumas, and Surg. Lieut. J. V. Forrest.

Per *Coromandel*, from Hongkong for Singapore, Mr. and Mrs. Hubert Vos, Asst.-Engineer Philip D. Church, R.N., Mr. and Mrs. de la Poer, Messrs. A. Imhoff and J. F. Cox Edwards; for Bombay, Messrs. H. M. Muckie and H. Arjoon; for Brindisi, Messrs. L. F. M. Dumont and J. L. Stickney; for London, Lieuts. Fras. R. M. White and Percy Harvey; from Shanghai for Colombo, Mr. S. Tokmakoff; for Marseilles, Mr. R. Berg; for London, Mr. and Mrs. W. E. Entwistle and 2 children; from Yokohama for London, Messrs. C. G. Carozzi, O. Tetly, and F. Kato; from Kobe for Sydney, Mr. H. L. Carnegie; from Nagasaki for Singapore, Mr. F. Hardy.

Per *Chusan*, for Shanghai from Hongkong, Mr. E. A. Earley, Dr. H. M. Hillier, and Mr. A. C. Harrison; from London, Messrs. D. Griffith, V. Hansard, A. W. Ritchard, and J. Dixon; from Marseilles, Major S. Radcliff, and Mr. C. H. Allen; from Singapore, Mr. Arnot Reid.

Per *Sendai Maru*, for Shanghai, Mrs. Chas. V. Lloyd and child, and Mr. K. Gorai.

Per *Rohilla*, for Yokohama from Hongkong, Dr. and Mrs. J. M. Atkinson, Mr. J. Hooper, Misses Watkins and J. Padin; from London, Messrs. J. Thorne and C. Bent; from Marseilles, Mrs. and Miss Belfield; from Brindisi, Mr. N. P. Brown; from Bombay, Mr. J. Kerr.

Per *Empress of China*, for Shanghai, Messrs. F. Lloyd Jones, S. Reimers, A. Siemssen, A. F. Algie, Koo Chit Foo, and E. F. Gibson; for Nagasaki, Masters C. and E. Humphreys; for Kobe, Mr. and Mrs. E. H. Joseph, Mrs. and Miss Howards, Mr. F. A. Morgan, Mrs. C. S. Gubbay, Master A. Humphreys; for Yokohama, Mr. and Mrs. G. H. B. Wright, Mr. and Mrs. J. Acheson and child, Mrs. C. W. Vance, Mrs. H. H. Kirch and child, Mrs. G. C. Cox, Mrs. R. Belfield, Miss Belfield, Capt. C. F. Modd, Capt. F. D. Goddard, Major Trower, Messrs. C. Faber, E. C. Lane, Mow Tai Tong, and Pan Chock Nam; for Vancouver, Mr. and Mrs. Quong Hing Cheung and daughter; for London, Inspector-General and Mrs. G. MacLean, Mrs. F. A. Morgan and 3 children, Mr. W. L. Lawrence; from Shanghai for London, Mr. M. Kerr; from Yokohama for London, Mr. and Mrs. W. H. Flavelle, Messrs. Eric. M. Paget, and S. H. Reynolds; from Yokohama for Paris, Mr. and Mrs. V. Larue.

Per *Chunshan*, for Swatow, Messrs. Watts and Li.

SHIPPING IN PORT.

HONGKONG.

STEAMERS.

Activ, Norwegian str., 867, Andersen, Aug. 7.
 Dodwell, Carlill & Co
 Ask, Danish steamer, 654, Hygom, Aug. 7.
 A. R. Marty
 Australian, British str., 3,000, Helms, Aug. 11.
 Gibb, Livingston & Co
 Braemar, British str., 2,361, Porter, Aug. 11.
 Dodwell, Carlill & Co
 Butuan, Spanish str., 328, Madriago, Feb. 15.
 Brandao & Co
 Chiyoda Maru, Jap. str., 1,445, Yokohama, July 26, Chinese
 Chusan, German steamer, 624, Wendt, July 25.
 Melchers & Co
 Coptic, British steamer, 2,744, Sealby, Aug. 4.
 O. & O. S. S. Co
 Dean, British str., 958, Hamilton, Aug. 11.
 Jardine, Matheson & Co
 Deucalion, British str., 1,375, Branch, Aug. 9.
 Butterfield & Swire
 Fatshau, British str., 1,452, J. Dick, H. C., & M. Steamboat Co., for Canton
 Haitan, French steamer, 377, Bant, Aug. 12.
 A. R. Marty
 Haimun, British str., 633, Hodgins, Aug. 12.
 Douglas Lapraik & Co
 Hankow, British str., 2,235, C. V. Lloyd, Butterfield & Swire, for Canton
 Hanoi, French steamer, 750, Menard, Aug. 11.
 A. R. Marty
 Heungsuan, British steamer, 1,054, J. Smith, H. C., & M. Steamboat Co., for Macao
 Honam, British str., 1,344, W. S. Goggin, H. C., & M. Steamboat Co., for Canton
 Hong Leong, British str., 1,171, Fripp, Aug. 12, Chinese

Hunan, British steamer, 1,158, Frazier, July 30, Butterfield & Swire
 Isidoro Pons, Spanish str., 525, Roses, April 14, Order
 Keongwai, British str., 1,115, Unsworth, Aug. 11, Yuen Fat Hong
 Kinai Maru, Japanese str., 1,299, Ihara, July 21, Japanese
 Kutsang, British str., 1,456, Bradley, Aug. 12, Jardine, Matheson & Co
 Kwanglee, Chinese str., 1,595, Lincoln, Aug. 7, C. M. S. N. Co
 Kweiyang, British str., 1,042, Outerbridge, Aug. 12, Butterfield & Swire
 Kwongsang, British str., 989, Stalker, Aug. 9, Jardine, Matheson & Co
 Lightning, British str., 2,124, Spence, Aug. 7, D. Sassoon, Sons & Co
 Lyeemoon, Ger. str., 1,238, Heuermann, Aug. 11, Siemssen & Co
 Macduff, British str., 1,882, Thomson, Aug. 7, Dodwell, Carlill & Co
 Melbourne, Fr. str., 1,947, Duchateau, Aug. 12, Messageries Maritimes
 Natuna, Danish steamer, 476, Prahl, Aug. 6, Order
 Oslo, Norwegian str., 778, Pederson, Aug. 6, M. A. A. de Souza & Co
 Petrarch, German str., 1,252, Schall, Aug. 9, Lants, Wegener & Co
 Phra Chom Klao, British str., 1,011, Fowler, Aug. 12, Yuen Fat Hong
 Powan, British str., 1,842, A. N. Patrick, H. C., & M. Steamboat Co., for Canton
 Pronto, German steamer, 632, Meyer, Aug. 11, Siemssen & Co
 Propontis, British str., 1,390, R. Crawford, Aug. 3, Chinese
 Siukai Japanese str., 264, Veerdmann, July 6, Sander, Wieler & Co
 Socotra, British steamer, 3,919, Hide, Aug. 12, P. & O. S. N. Co
 Sultan, British steamer, 1,643, Lake, Aug. 12, Jardine, Matheson & Co
 Taicheong, German str., 823, Ahrens, Aug. 7, Meyer & Co
 Tai On, British str., 69, Galleouski, Chinese, for Canton
 Taiwan Maru, Jap. str., 3,354, Yoshiwara, Aug. 2, Order
 Tyr, Norwegian str., Gram, Aug. 6, Harling, Buschmann & Meuzell
 Wongkoi, British str., 1,115, Stonham, Aug. 9, Butterfield & Swire

SAILING VESSELS.

Adolf Oberg, Amr. bark, 1,302, Armstrong, July 30, Standard Oil Co
 Ancenis, British bark, Robbins, July 31, Shewan, Tomes & Co
 Celtic Bard, British ship, 1,795, Jones, July 31, Order
 Craigerne, British ship, 1,774, Suffern, Aug. 7, Order
 Crown of Germany, British ship, 2,154, McIlpaine, July 9, H. Skott & Co
 Duchesse Anne, French ship, 1,114, Cervony, June 23, Carlowitz & Co
 Foohing Suey, Hawaiian bark, 890, Willatt, July 20, Siemssen & Co
 Fort Stuart, British ship, 2,313, Vanstone, Aug. 7, Moster
 Gov. Robia, American ship, Colcord, Aug. 1, Standard Oil Co
 Hawthorn Bank, British bark, 1,288, Greig, May 20, Standard Oil Co
 Kelat, British ship, 1,822, Hughes, June 23, Standard Oil Co
 Kistna, British ship, 2,149, Smith, July 31, Jardine, Matheson & Co
 Mary L. Cushing, Amr. ship, 1,575, Pendleton, June 8, Order
 Muskoka, British 4-m. bark, 2,259, Crowe, June 21, Order
 Penobscot, Amr. bark, 1,067, McCaulder, June 29, Dodwell, Carlill & Co
 Prince Arthur, Norw. bark, 1,598, Olsen, July 3, Order
 St. James, Amr. bark, 1,453, Tapley, July 30, Standard Oil Co
 Spinaway, British bkt., 325, Johnson, Aug. 8, Siemssen & Co
 State of Maine, Amr. ship, 1,467, Curtis, May 12, Standard Oil Co

Printed and Published by D. WARREN SMITH, at 29, Wyndham Street, Victoria, Hongkong